

June, 1960

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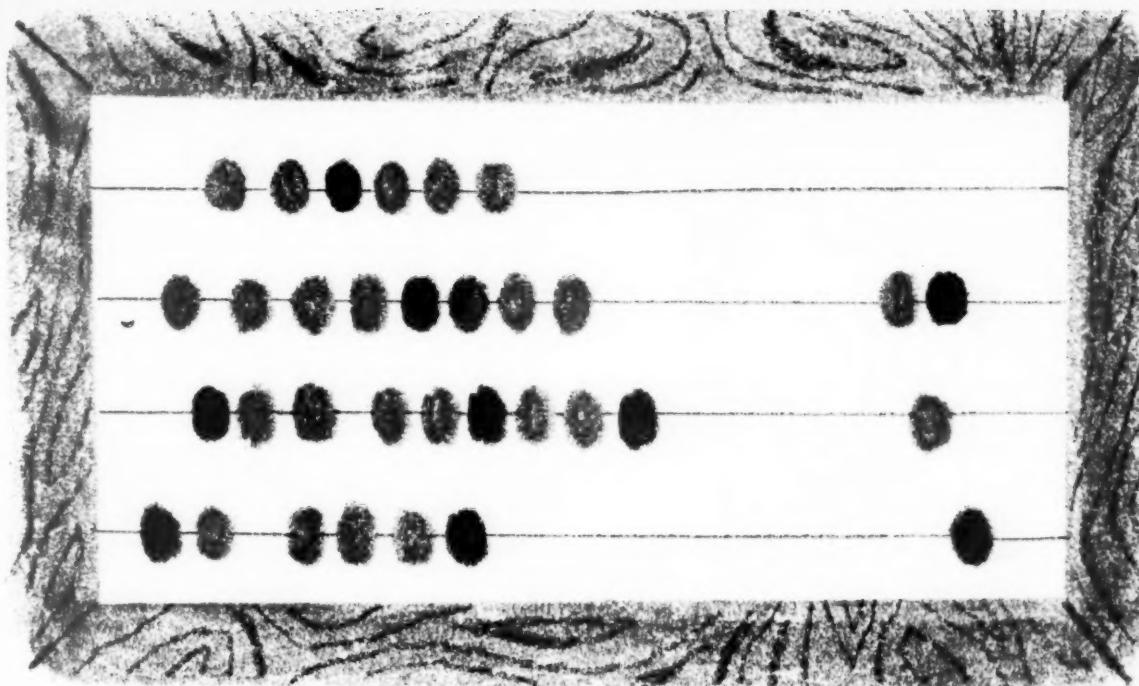


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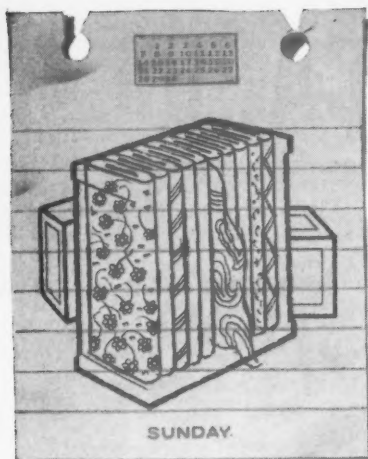
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AIR CARGO is published monthly as a magazine and as an official guide of
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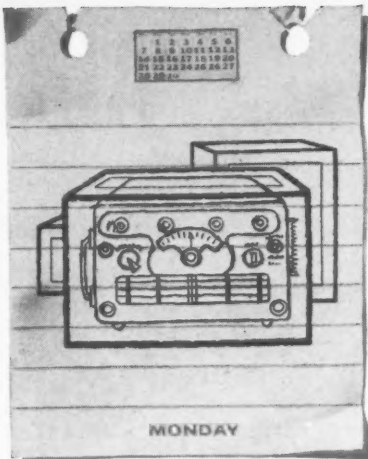
Every other month, in January, March, May, July, September, and November,
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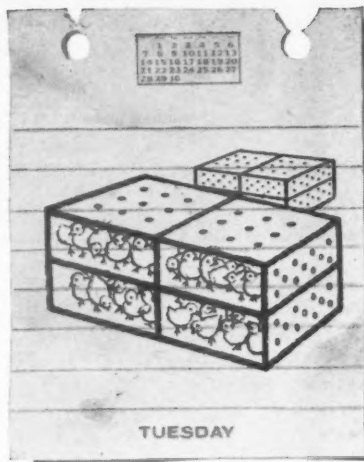




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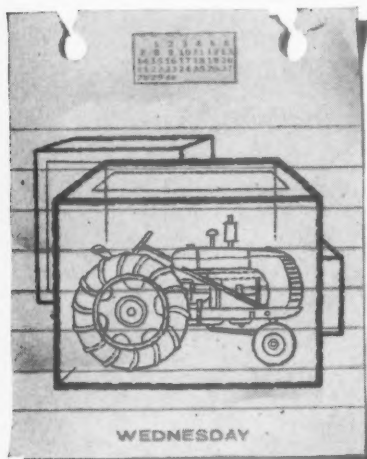


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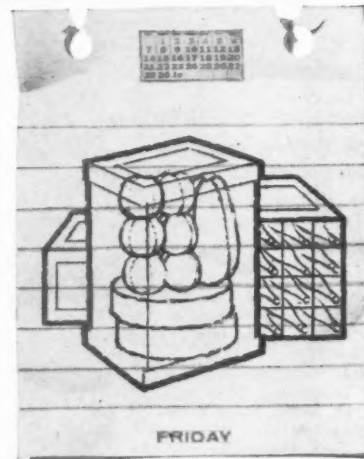
Jet cargo service, non-stop to Paris,



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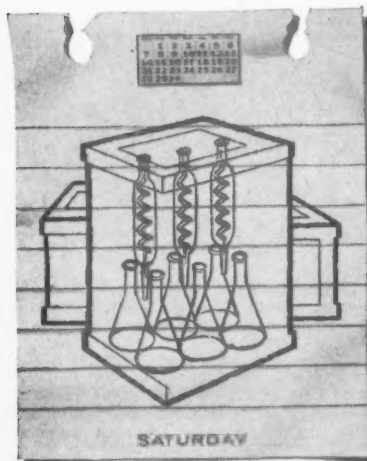


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Go Easy Changing The Rules

THE Civil Aeronautics Board has decided to look into the arrangements used by air carriers to provide a complete transportation service. The particular interest is the ground transportation involved in moving shipments to and from airports. For the moment, the CAB's activity has taken the form of an informal investigation. We hope that the matter does not get out of hand.

Ground transportation, or at least parts of this area, has appeared before the Board before. This time, the Board has indicated an interest in the entire "incidental to air" ground transportation insofar as it concerns the movement of air freight, because, to quote the Board's staff, "it can be anticipated that as the growth of air cargo proceeds, more use will be made of integrated ground-air movements as a means of shipping cargo over long hauls."

The first question on the list is: How far can pick up and delivery be extended before it ceases to be pick up and delivery? The answer, "until pick up and delivery moves outside the terminal area," poses the next question, "how shall the terminal area be defined?"

Last year, this question was raised when Paul A. Smith of Smith Cartage, challenged the propriety of including in the Akron pick up and delivery area the towns of Minerva and Canal Fulton (Docket 10932). The Board decided that it was proper to permit the two points to be included in Akron's pick up and delivery area. The decision conformed to a doctrine established years earlier by the Interstate Commerce Commission in the *Hazel Kenney Case*.

The Board expressed its opinion in this fashion: "The Board has recognized that a carrier authorized to serve a named city in fact provides air transportation service to an area around the designated city which may encompass several communities, and it has permitted carriers to file tariffs showing pick up and delivery service to points other than the points designated in the certificate. Of course, at some point the surface transportation ceases to be mere pick up and delivery and becomes surface transportation which cannot be considered as being 'in connection with' air transportation . . . While it is not possible to set down precise rules which will govern every case, the Board has used, as a rule of thumb, a radius of 25 miles from the designated point or airport as the area in which pick up and delivery may be offered in carrier's tariffs. This rule of thumb is, of course, only a guide and is

subject to modification when special circumstances require."

Since, as the Board said, it is not possible to set down precise rules which will govern every case, it may be difficult for the current study to set a better course than the Board has followed since 1947 on pick up and delivery service.

Surface transportation incidental to air divides into three categories—pick up and delivery service, connecting transportation, and substitute transportation.

Emergency substitute transportation is also taken care of by rules already tested. If, in an emergency such as bad weather or equipment malfunction, a truck is substituted for an airplane to move an air freight shipment between points certificated to receive air service, neither the CAB nor the ICC will complain.

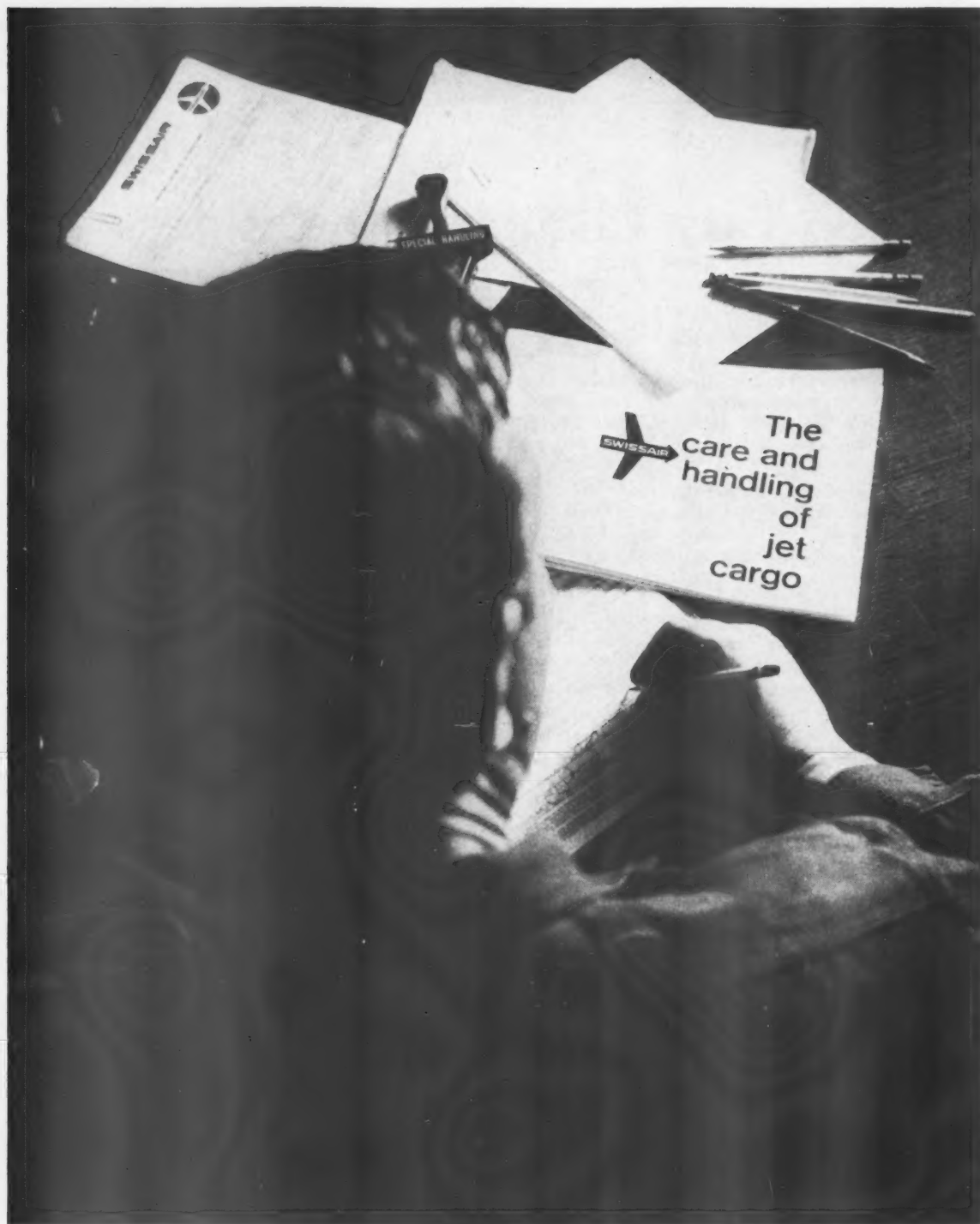
When the substitution is not because of an emergency, the trucking arrangements fall within the purview of the ICC even though the CAB will be called upon to decide whether or not the substitute service is in the public interest.

The term, "incidental to transportation by aircraft" is not defined, specifically, in either the Interstate Commerce Act or the Federal Aviation Act, nor for that matter in any statute. When air carriers and surface carriers connect to provide through transportation, each carrier conforms to the regulations of each governing agency. For the most part, neither is thought of as incidental to the other. Where the two carriers want to operate under a joint tariff, a Board composed of members of the ICC and the CAB pass judgment on the tariff.

While it is true that air cargo is growing and that regulations have to change to meet changing conditions, it is also true that many well-intentioned improvements to good regulations have done more harm than good—often by adding confusion to something once well understood.

So far, the regulations covering the ground transportation connected with the movement of air freight have not appeared to impede the development of air freight. Conceivably, pick up and delivery, connecting transportation, or substitute transportation could become a bottle neck. If such a thing does happen, the probable cause will be inadequate equipment and unqualified personnel—both exceedingly difficult to legislate out of existence.

Wallace I. Longstreth



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TRENDS

Look for the Flying Tiger Line to approach the Civil Aeronautics Board this summer with a new tariff which will put a dent in the minimum rate order. The Tigers would like the tariff effective before their new cargo planes, the Canadair CL-44Ds, are delivered, early next year.

The Tigers are also exploring combination rates with the New York Central Railroad. On another tack, the airline is participating in a joint sales campaign with the railroad. Many sales calls have been made in common. To help the program, the New York Central has appointed George Derringer to head up the railroad's air freight sales activity.

American management is becoming increasingly concerned with distribution. At a recent American Management Association meeting in San Francisco, it was pointed out that in many major U.S. concerns the distribution officer enjoys a rank of cabinet level. At Pillsbury Products, for example, the director of distribution occupies a fairly high rung in the corporate ladder and reports directly to the president.

Boeing Airplane Company is putting the finishing touches on a new film spotlighting the cost of distribution theory and its relation to air freight. The film, due for release this summer (possibly July), will be directed to business groups and clubs less familiar with the savings inherent in air distribution.

Selection by the Civil Aeronautics Board of a U.S. all cargo airline to serve the Pacific is by no means assured. In a brief to Examiner William J. Madden, filed in the Trans Pacific Route Case, the Board's staff contends that traffic over the Pacific does not warrant an all cargo airline.

The Staff does admit that the rate of growth of cargo moving across the Pacific exceeds that experienced across the Atlantic, but, the staff reasons: "the volume of all cargo business estimated for 1962 can be adequately handled by the combination airlines with all cargo flights and the increased space available in the large jet aircraft being operated in combination service."

A significant European market for west coast perishables is being developed by Airborne Air Freight, a San Francisco-based forwarder. Strawberries, during their prime December-June season, are being moved at a rate of 8,000 to 10,000 pounds a week from Los Angeles to the British Isles over the polar route.

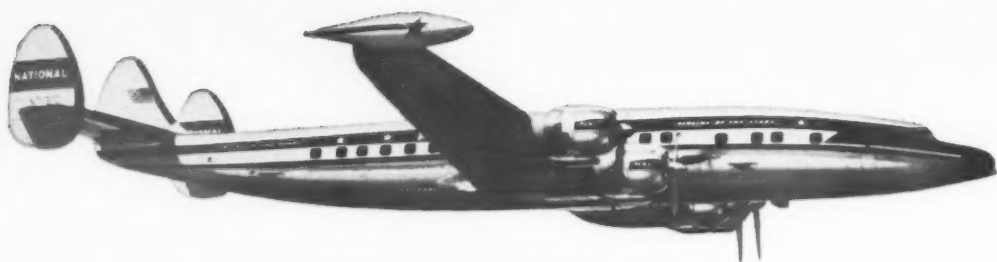
The berries are packed in regular strawberry trays and enclosed in a cardboard sleeve to prevent movement. The sleeves, secured with a notched flap locking on two sides, enclose 2600 to 2700 pounds of berries on 200 trays.

It is hoped to expand the movement to France and Germany next year. Also under consideration is an expansion which would include the grape industry.

Interest of the Airline Ground Transportation Association in air cargo continues to grow. At the ATGA's recent meeting in Los Angeles, it was disclosed that 33 members are engaged in the air cargo business.

The appointment of Lieut. Gen. Joe W. Kelly to commander of the Military Air Transport Service should make quite a difference in MATS' relations with Congress. Kelly, who replaces retiring Lt. Gen. William H. Tunner, is no stranger to the Hill. He once served as director of legislative liaison for the Air Force and has many friends in Washington.

Canadair is talking about an advanced version of the CL-44D all-cargo turboprop. The new plane would boost cube by widening the fuselage two feet and would have longer range. Greater height in the cargo envelope would also increase cube but could impose penalties in having to stack cargo.



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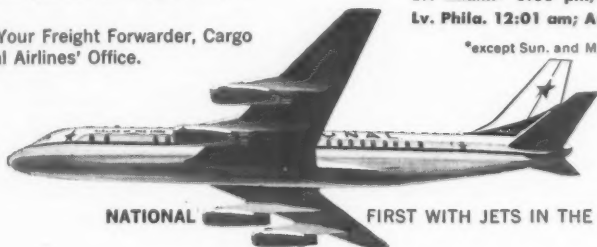
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Air Force-Industry Review Fix Cargo Plane Limits

The Air Force has advanced a step closer to finalizing plans for a Military Air Transport Service optimum cargo plane. Detailed specifications are already on the drawing board and technical officers are hoping to have funding for new aircraft by July 1. In addition, development people in the Air Force are making plans for selection of potential contractors and hope to advertise for bids by mid-summer.

However, all is not sweetness and light. Current Air Force-industry review of MATS optimum cargo plane specifications revealed big problems in terms of all meeting military requirements in a single plane. The ability to land on a 5000-foot runway, and capacity for paratroop drops are the main items not needed by commercial operators who would find a use for the new plane. Each of these would impose serious weight and design penalties in the proposed plane. Many airframe manufacturers insist that to comply strictly with these specifications a "mix of two or three airplane types would be needed."

Some of the original specifications already face modification in arriving at the best answer. In order to achieve best economy of operation, design engineers may get the runway length requirement increased to 6000 feet. Air Force spokesmen have made it quite plain there is "no prejudice" against a swing-tail design to comply with the end loading specifications. Nor is a "kneeling" landing gear precluded in achieving a truck bed cargo deck height. Nevertheless, these features must be designed to meet rugged military needs.

Indicating a willingness to relax original specifications in the interest of the best all-around answer, the Air Force now admits the target speed of 440 knots is "no magic number." Development and procurement officers also emphasized that the Standard Operating Requirements for the optimum cargo carrier are "still not published or signed."

While most commercial designers contend a 440 knot speed implies propulsion beyond the reach of turboprop engines, they cite turboprop planes with a cruising speed of 400 mph and

note that 350 to 400 mph is normal performance range for this type engine. If a relaxation in minimum speed is permitted, turboprops could qualify. But any propeller driven plane might encounter difficulty unless a high wing design is used. Propellers might not clear the landing apron if kneeling landing gear were used in connection with a low wing design.

Most aircraft engineers admit they

Picture Credit

The excellent photographs used to illustrate the story of the Air Freight Forwarders Association Dinner (AIR CARGO, May, Page 17) were taken by Bill Mark, Park Sheraton Hotel, New York City.

AIR CARGO deeply regrets the inadvertent omission of the credit line.

have not solved the problem of dropping paratroops from a swing-tail model. Side cargo door specifications in addition to straight end loading also pose design headaches. Privately, air industry designers are convinced the best package answer to MATS needs will involve some "definite compromises."

One of the closest approaches currently in production is the CL-44 manufactured by Canadair. The Reed

Report on MATS recommended purchase of this plane as an "interim" answer to beefing up MATS cargo-carrying capacity. Canadair may also be among manufacturers seeking a chance to submit a proposal to build the optimum cargo plane the Air Force wants.

Meanwhile, Lockheed Aircraft spokesmen have reported that their engineers are "confident they can build an airplane which complies fully with maximum Air Force optimum cargo carrier requirements and will still be attractive to commercial carriers from price and operating economy standpoints."

As envisioned by Lockheed, the optimum cargo Super-Hercules GL 207-42 turboprop would be an improvement over the C-130. Three major interests of military users would be satisfied. The aircraft would: (1) incorporate turbofan instead of propeller engines; (2) be powered by American-built engines, without worries about spares and foreign engineering standards; and (3) meet maximum Air Force speed requirements.

Cargo doors, a major matter of concern to MATS users, would easily meet optimum widths and heights. The straight rear loading door is 10 ft. wide and 9 ft. high. A side cargo door, forward of the wing, is 6½ ft. high and 9 ft. wide. Additional side doors aft on each side provide for exit of paratroopers. Military versions of a new cargo craft stress exposure of the full cross section of the cargo compartment when the main rear cargo door is open. To facilitate pressurizing the cargo hold and cabin, the rear ramp would be used as the rear door pressure seal.

Lockheed engineers contend "the assumption that a high-wing, high-tail aircraft is necessarily less efficient than low wing and tail designs just has not any basis in fact. Fundamentally," they say, "there is no preference. Additional

Preferred Industry Specs

	Northwest	Pan American ¹	Seaboard & Western	TWA
Range (in nautical miles)	4500	4500	4000	Nonstop transatlantic westbound
Payload (in pounds)	40,000 ²	100,000 ³	100,000 ⁴	100,000 to 125,000
Speed (in knots)	500 to 450	475	500	530
Powerplant	turbopan	turbopan or bypass	turbopan	turbopan or Beefer
Maximum runway length at sea level on standard day (in feet)	....	8500	8000	7000
Height of cargo floor from ground level	Truck bed height	Maximum of 12 feet	Maximum of 12 feet	Maximum of 10 feet

NOTES: 1—Considers it essential that the cargo aircraft in question be in service within 24 to 36 months in order to assure the continued competitive position of U.S.-flag service. 2—Represents payload at 4500 nautical-mile range; shorter ranges to permit maximum payload of 56,000 lbs. based on cargo density of 10 lbs. per cubic ft. and preferred size of cargo compartment. 3—Represents nonstop eastbound transatlantic; westbound on intermediate fueling stop would probably be required if the load on hand exceeded approximately 80,000 lbs. 4—Represents maximum payload at 4000 nautical-mile range.

refinements in basic design can be introduced once the Air Force publishes firm specifications. We understand that this aircraft may be limited to propulsion plants available in the mid-sixties. If this requirement is relaxed, of course we'll investigate additional propulsion improvements."

In investigating all commercial application possibilities, Lockheed indicated it plans to seek FAA certification for the GL 207-42 in 1962. The high-wing design imposes no safety penalty in the event of a wheels-up landing or a ditching at sea operation, company spokesmen said.

EAL Begins Cargo Flights On New York-Atlanta Route

Eastern Air Lines, last month, began all-cargo service between New York and Atlanta with the first of its converted Super-C Constellation aircraft. EAL is also planning to schedule overnight all-cargo service to New Orleans, Houston and Miami and same day air freight service to Puerto Rico from both New York and Miami.

EAL's air freight operation will provide tie-in transfer for the forwarding of odd-lot shipments between major freight terminals and other cities linked by the carrier's combination flights. In addition, Eastern is offering shippers a reserved air freight system for delivery of shipments on specified flights.

UAL-REA Sign Pact For Off-airline Traffic

United Air Lines and the Railway Express Agency have signed an agreement to provide coordinated air freight-surface express service to and from non-airport points. The service, slated to begin June 1, will handle shipments on a single receipt originated either as

air freight or air express. Charges, which may be either prepaid or collect, will be a combination of the applicable air and surface rates.

All shipments acceptable in both express and air freight service may be handled under this agreement.

For the time being, only United is participating with REA in this arrangement, but it is anticipated that other air carriers will join soon.

The agreement followed nearly two years of discussion between REA and United aimed at providing a better service for those shippers located some distance from airline cities. The use of the two services at a combination of rates has always been available to shippers, but in the past a shipper had to make most of his own arrangements.

Ground Handling Exhibit To Highlight ACI Conference

One of the highlights of the 1960 Air Freight Cartage Conference, which will be held at the Edgewater Beach Hotel in Chicago, August 16-18, will be an air freight ground handling exhibit. Scheduled for the first two days of the conference, the exhibit will be set up to enable manufacturers and distributors to show their products and services to potential users both in the airline and trucking business.

In explaining the exhibit, Emery Johnson, president of Air Cargo, Inc., which is sponsoring the Conference, said: "The cartage operator's equipment must be as modern as the aircraft in which the freight is flown. The air freight truck driver must be as determined to meet his delivery schedule as the pilot. Airline freight personnel must continue the same search for new equipment and improved techniques for handling air freight with speed, efficiency and safety as reservation per-

sonnel for moving passengers."

Information on the exhibit may be obtained by writing Ralph Whitener, Andrews, Bartlett & Associates, Mills Building, Washington 6, D.C.

AEIC To Expand Facilities For Far East Trade

The Air Express International Corp. predicts a big upsurge in air freight business with the Orient and Australia and is moving to expand facilities in that part of the world. The decision to expand follows closely a recent tour by two top AEIC officials, president Chester M. Mayer and executive vice president Alvin B. Beck, of key cities in Australia, Japan, Hong Kong, Thailand, Viet Nam and the Philippines.

In a joint statement, the two AEIC executives observed that "the future was literally studded with tremendous opportunities to develop air freight traffic between these countries and the United States and Europe." They further indicated that a profound awareness of air freight, its economic advantages, and its tremendous potentialities, was prevalent in business circles of the Far East and Australia.

AEIC is not wasting any time. George J. Weenen, who has served as district manager at many AEIC posts throughout the U.S., has been chosen to establish a headquarters in Japan. He will also select a national manager for the country, staff the new office and institute an intensive sales and operations training course.

Explaining the assignment, Beck said: "Our Tokyo office will be staffed with Japanese, from manager to messenger boy. After the necessary initial period of indoctrination in AEIC world-trade concept and special methods, Weenen will be reassigned to another key post in our growing international organization."

An AEIC beachhead in Hong Kong will be established by Richard Sun and Francis T. P. Chow. Sun, formerly associated with Pan American World Airways cargo department in the Crown Colony, was appointed manager. Chow will assist him as sales representative.

Air Freight Sales Dept. Realigned By American

American Airlines has realigned its air freight sales department along four individual product lines. At the same time, three new directors were appointed to handle the lines.

Ross Angier, as director of distribution consulting service, will be responsible for American's industrial development program.

John Kersey, who heads up commercial air freight sales, will coordinate

air freight sales and advertising promotion.

The third line, forwarder and interline air freight sales, will be directed by A. S. Carota, who will seek to develop forwarder traffic and will also deal with international cargo agents and customs brokers.

A fourth post, director of military air freight sales has not yet been filled.

The purpose of the realignment is to insure that each major segment of the airline's air freight sales activities will receive the specialized attention of individual management.

PAA Boosts Cargo Service With Transpacific DC-7Fs

Pan American World Airways has placed a fleet of DC-7F all-cargo aircraft into operation on the transpacific route between Japan and the U.S. west coast via Honolulu. Initial schedules call for departures from San Francisco each Wednesday, Friday and Saturday. Westbound flights arrive San Francisco each Sunday, Tuesday and Thursday.

JAL To Convert DC-7s For SFO-Tokyo Route

Japan Air Lines has decided to convert two DC-7s into all-cargo aircraft late this year. The planes will begin operations between San Francisco and Tokyo in February.

In the interim period, JAL, in October, will begin twice a week all-cargo service between the two points with converted DC-6B aircraft.

Jitsuro Kobayashi, JAL's general manager, American division, said the decision to convert part of the present fleet to all-cargo service was taken by JAL because of the sharp increase of cargo traffic on the carrier's international routes.

S&W Shows 1959 Loss Despite Rise In Freight

Seaboard & Western Airlines reports a healthy hike in scheduled freight and mail revenues, from \$5,270,171 in 1958 to \$10,301,440 in 1959.

The sharp rise in freight and mail, however, did not offset a dip in transitory business, such as wet leases, military contracts and passenger charters. Revenues from these sources decreased from \$13,289,345 in 1958 to \$5,542,877 in 1959.

Total S&W revenues, in 1959, were \$19,947,260 against \$21,546,176 in 1958.

S&W's president Raymond Norden pointed out that despite the loss, his carrier's scheduled freight and mail service became profitable on a basis of

Ralph R. Theile



Ralph R. Theile has joined AIR CARGO as director of sales as part of a program to strengthen AIR CARGO's services to the air shipping industry. Theile, with a rich background in air cargo activities, comes to his new position from the Air Transport Association where he was director of air mail and express. Prior to that he was the ATA's director of cargo traffic, a post he held for five years.

Theile joined the Air Transport Association in 1950 after having spent five years with Northwest Airlines in the sales and operations departments.

He will be based in Washington, at 1001 Vermont Ave., NW, headquarters of AIR CARGO and American Aviation Publications.

fully allocated costs during 1959. "The transformation of Seaboard's business," Norden said, "toward its long range objective of large scale, profitable freight-mail service was continuing at a dynamic rate. Several encouraging factors are exerting a strong and favorable influence on this development."

Among these factors, Norden cited substantial and continuing increases in transatlantic freight and mail traffic, reductions in air cargo rates coupled with increases in surface shipping rates, procurement of the CL-44D turboprop freighter, and the planned shift of military logistic pipeline traffic from the Military Air Transport Service to common carrier service.

Convair 880 Jet Transport Begins U.S. Operations

The Convair 880, the newest of the jet airliners going into service, received its airworthiness certificate from the Federal Aviation Agency on May 1. The new plane, which has demonstrated a maximum cruising speed of 615 miles an hour, will go into scheduled service on the routes of Delta

Air Lines on May 15. Delta crews have spent nearly 400 hours in the aircraft in training flights. The plane will see service first on flights between New York, Atlanta, New Orleans and Houston.

Trans World Airlines will be the second carrier to get the 880.

In the all-first-class-seating arrangement, the 880 holds 88 passengers. In addition, the plane will carry approximately 9,000 pounds of cargo.

In an effort to hold servicing and turnaround time to a minimum, Convair has designed the two cargo compartments of the 880 for easy accessibility. The forward cargo compartment, with a capacity of 448 cubic feet, can hold 4480 pounds. The after cargo area, 415 cubic feet, can accommodate 4150 pounds of cargo. Both compartments, less than five feet from the ground, are easily loaded through doors, 34 inches by 39 inches.

To prevent shifting cargo from blocking the entrances to the cargo compartments, each opening is equipped with a fiberglass barricade that hinges from the compartment ceiling and snaps into place by spring loaded pins recessed into the compartment floor just inboard of the door opening. The barricade opens by swinging up and out to hook to the edge of the open compartment door. Nylon webbing at the sides of each compartment door further prevents cargo from blocking the entrance.

The cargo compartments are completely pressurized to maintain an atmospheric environment not to exceed 8000 feet altitude.

Army Hires Reed Research For Shipping Damage Study

In an effort to stifle the in-transit damage problem, The Office of Ordnance Research, Department of the Army, has given Reed Research Inc., of Washington, D.C. the go-ahead to compile a detailed packaging handbook.

The Reed study is designed to re-examine packaging processes, yield new package designs for modern electronic equipment, and compile all known packaging information.

Stanley F. Reed, president of Reed Research, predicted that "from this handbook will come new and unusual containers and a revolution in military and industrial package design."

The Reed Handbook, which should be ready in about one year, will become part of the Ordnance Engineering Handbook series being developed by Duke University under the sponsorship of the Office of Ordnance Research, Department of the Army.

Riddle Charter Service Ready

Full scale program allocating aircraft and crews for charter operations will extend Riddle's service to any point in the U.S. and Puerto Rico which will take a C-46

AN all-out charter service for air freight has been launched by Riddle Airlines. The reason: to make Riddle a profitable operation by utilizing equipment not being used for scheduled air freight services. The increased revenue will certainly help, and the added volume of traffic will lower the airline's indirect unit costs.

Riddle plans no half-hearted effort for this venture. During the next 12 months, the carrier expects to operate up to 24 C-46s and six DC-4s exclusively for freight charter service. In addition, if traffic warrants, planes flying scheduled services will be used during off-traffic hours.

The airline calculates that the charter service can be provided for about 15¢ a ton mile. Riddle compares its charter rate (C-46) with other current rates, as follows:

	Rate per ton mile
One way air freight charter	\$.15
First class truck (average)	.15
Scheduled air freight (average)	.20
Round trip air freight charter	.30
Air express (average)	.60
Air parcel post (average)	1.00
Rail express (average)	.20

Use of the one way charter rate presupposes that Riddle has to do no ferrying of aircraft, either to reach the point where the charter starts or to return the aircraft to a point where it will be used for further operations.

To start the service, Riddle has based charter aircraft, with crews, in Atlanta, Detroit, New York, and Miami. The broad geographical distribution of the aircraft within the area served by Riddle will cut out a lot of ferry mileage. Furthermore, Riddle officials say, as the largest north-south air freight carrier serving ten major cities and Puerto Rico and, as the largest air

freight charter operator in the eastern half of the United States, we will be able to coordinate requirements of one shipper with other shippers so as to offer a one way charter service rate—or at least minimum air freight charter rates.

In discussing the new service with his people, Robert M. Hewitt, Riddle's president, was not ready to admit to any limitation on the amount of charter service that could be performed.

"By means of Riddle's charter service," he said, "major shippers can, in effect, even establish their own company scheduled airlines by contracting with Riddle to fly established traffic patterns between markets, plants or offices of their own choosing."

For online charters, regulations of the Civil Aeronautics Board should present no problem. If enough off-line charters develop, then Riddle can apply for a waiver. For some conditions, the carrier figures it can enter into private contracts with business concerns, much in the fashion as used for military traffic.

"It is possible," Hewitt continued, "out of promoting air freight charters, that we may develop new air freight markets and thus obtain special CAB regulations to cover such air freight charter expansion."

The center of Riddle's air freight charter activity will be Miami, headquarters. It will be called the Air Charter Exchange Center. The center will coordinate various requests to produce the lowest rates for each customer and to secure proper utilization and operation of aircraft in service. It will be the center which performs the calculations for charter requests, returning the information by teletype to the requesting station. The center will also prepare cost comparison forms for prospective customers.

Riddle's cost comparisons develop some interesting figures (see table). On a one way charter, if the maximum payload of the C-46 is used (12,000 to 14,000 pounds), the rate is about 5¢ a ton mile cheaper than scheduled air freight. For a volume of about 9,000

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pounds, a one way charter costs approximately the same as scheduled air freight.

To compete with air express, it only takes 3,500 pounds in a one way charter. True, air express is generally presumed to be used for small shipments, but by means of consolidation through air freight forwarders, and possibly the express company, itself, Riddle can develop a charter express service.

In selling the service, the airline will quote the round trip rate unless compensating business has already been lined up. Should a customer pay the round trip rate for a charter and it later develops that Riddle was able to sell a return trip (or a portion), then the original customer will be given credit for the additional revenue generated.

To make this service work, Riddle has had to invest considerable money and effort. For one thing, crew contracts had to be modified. For another, equipment had to be acquired and committed at a time when the DC-4 and C-46 do not command much airline respect as cargo aircraft.

Hewitt figures it this way: The jet age, 4¢ to 5¢ per ton mile airplane, still to be delivered, does not mean rates of that level to the shipper. This is a direct operating cost figure based on flying great distances with large aircraft carrying a full load. There is no indirect cost or profit figured in.

On this basis, Riddle's C-46 can be considered an 8¢ per ton mile airplane. Indirect operating costs of Riddle's C-46s obviously will be less than a jet. The combination of the two, indirect cost plus direct cost, determine the rate to the customer.

For the time being, Hewitt is not convinced that jet speed is an air freight requirement for the area his airline serves.

"If you serve a 1600 mile area," he says, "a 180 to 200 miles-per-hour airplane can deliver air freight overnight. One day's production can be delivered the next morning to markets 1600 miles away. In other words, speed is not as desired for freight as it is for passengers, and freight does not care about luxurious accommodation, food, or even jet aircraft at competitive rates. Freight wants safe, dependable service run by people who know how to handle freight.

"For these reasons, and because jet or piston aircraft now being offered to commercial air freight operators are modified passenger planes, Riddle does not propose to buy any jet or turboprop planes at this time, except

possibly the Lockheed Hercules or the Armstrong Whitworth Argosy.

"Instead," he continued, "we plan to buy 10 DC-4s. With the two DC-4s we already have plus our 24 C-46s, Riddle will have an all-cargo fleet of 36 planes."

For an investment of \$1,500,000, this is what Riddle figured was available:

Type of plane	Number of planes	Pounds of Payload
DC-4	10	200,000
DC-6A	3	75,000
1049H	2	80,000
Hercules	1/2	22,500
CL-44D	1/3	23,000
707/DC-8	1/4	20,000

Riddle believes the size and mix of its fleet will permit scheduled services at the most desirable times at all Riddle stations in the eastern half of the U.S. and Puerto Rico, and at the same time, provide for a charter service which can depart from almost anywhere at any time.

When a charter does depart from an off line point, the cost of loading or unloading the aircraft will be borne by the charterer. At points where Riddle operations personnel are stationed, there will be no loading or unloading charges unless the shipment requires special equipment. Whatever the circumstances, Riddle personnel are prepared to help the charterer make all necessary arrangements.

Despite the immediate attention being paid to the development of the charter service, Riddle is not planning to neglect scheduled air freight.

Hewitt explains this carefully to all his personnel in a letter which reads, in part: "We are constantly selling our present and potential air freight customers on the fact that air freight is not only for emergency shipments—that air freight should be a routine method of shipment and, in many cases, when rate and time are considered, air freight is lowest in cost. To date, Riddle and the other airlines have concentrated heavily on scheduled air freight service. The introduction of this new Riddle Air Freight Charter Service is not a substitute for Riddle's scheduled air freight service but is an additional service so that we may offer the shippers a comprehensive air freight service pattern in the markets we serve."

Riddle Airlines, Inc. Airfreight Charter vs. Scheduled Airfreight—Cost Comparison (C-46)

From: NEW YORK To	One-Way Mileage	Maximum Payload (Lbs.)	Round-trip Charter Cost			One-Way Charter Cost†			Scheduled Air Freight Cost			
			Total	P/T/M*	Per Lb.	Total	P/T/M*	Per Lb.	Maximum Payload	10,000 Lbs.	P/T/M*	Per Lb.
Boston	188	14,000	\$ 376	.286	\$.0269	\$ 188	.143	\$.0135	\$ 468	\$ 320	\$.3404	\$.032
Norfolk	296	14,000	592	.286	.0423	296	.143	.0212	490	350	.2368	.035
Cleveland	405	13,000	810	.308	.0623	405	.154	.0312	592	455	.2248	.0455
Detroit	462	13,000	924	.308	.0742	462	.154	.0371	689	530	.2200	.053
Lexington	592	13,000	1,184	.308	.0911	592	.154	.0456	832	640	.2162	.064
Chicago	713	13,000	1,426	.308	.1097	713	.154	.0549	884	680	.1907	.068
Atlanta	748	13,000	1,496	.308	.1151	748	.154	.0576	884	680	.1818	.068
Jacksonville	838	13,000	1,676	.308	.1289	838	.154	.0645	1,131	870	.2076	.087
St. Louis	875	13,000	1,750	.308	.1346	875	.154	.0673	1,092	840	.1920	.084
Miami	1,092	13,000	2,184	.308	.168	1,092	.154	.084	1,443	1,110	.2033	.111
New Orleans	1,171	13,000	2,342	.308	.1802	1,171	.154	.0901	1,443	1,110	.1896	.111
Dallas	1,374	13,000	2,748	.308	.2114	1,374	.154	.1057	1,651	1,270	.1849	.127
Seattle	2,408	12,000	4,816	.333	.4013	2,408	.167	.2007	2,682	2,235	.1856	.2235
San Diego	2,433	12,000	4,866	.333	.4055	2,433	.167	.2028	2,682	2,235	.1837	.2235
Los Angeles	2,451	12,000	4,902	.333	.4085	2,451	.167	.2043	2,682	2,235	.1824	.2235
San Francisco	2,571	12,000	5,142	.333	.4285	2,571	.167	.2143	2,814	2,345	.1824	.2345

* Per Ton Mile.

† Where Riddle can arrange a continuing or return flight.

Canadair Ties CL-44D Freighter To Integrated Ground Handling

Recognizing that the profit potential of the CL-44D air freighter can only be exploited by efficient ground handling, Canadair has come forth with some firm terminal proposals.

Convinced that the future of air cargo is inextricably tied to efficient cargo handling, Canadair has released its concept of a truly integrated air cargo system. The Canadian aircraft company, manufacturer of the CL-44D turboprop air freighter, stated its views in a brochure entitled "Canadair Forty Four, Integrated Air Cargo System."

The company's specialists are convinced that pre-loaded pallets and containers and a considerable degree of mechanized loading are essential for an efficient cargo operation.

Canadair estimates a turnaround time of about one hour including loading and unloading the 63,000 pound payload of the CL-44D. This means that all cargo compartments are off-loaded and on-loaded to capacity within the time period required to ground service the airplane.

The firm stipulates that this can only be achieved if the ramp and terminal facilities are equally capable for handling the large volume of cargo. A force of eleven cargo handlers was suggested. These are made up of: one cargo load master, six bulk loaders, two pallet handlers, one fork lift operator, and one winch operator.

This work force would pallet load the main cargo compartment of the aircraft and bin load the aft underfloor cargo compartment. Other areas are assumed to be bulk loaded.

The pallet envisioned by the study is designed for cargo packed in crates and boxes with the weight distributed over the whole pallet area. Overall pallet dimensions are 10'-2" by 7'-5" and the cargo is distributed over 9'-11" by 7'-5", leaving an inch and one half on each side for tie down.

This allows for the attachment of nets or fences which can be quickly detached and which leave flush edges for the easy sliding of boxes to the sides of the pallet. A tee-shaped ex-

trusion is attached which houses bearing points for winching pick-up and attachments for nets, fences or dog-house envelopes.

The average stacking height which can be achieved in practice is not likely to exceed 7 feet.

The total capacity of a pallet is 8000 pounds.

The Canadair system employs 10 identical light pallets which, when loaded into the aircraft, occupy the area from the hinged tail joint to the aft end of the forward cargo door.

In the case of highly concentrated load items—machine tools, printed matter—a special rigid pallet of heavier plywood and aluminum sheeting was proposed. Two of these pallets can be joined together in a train to accommodate high density cargo measuring longer than 7'-6", providing the cargo weight does not exceed 8000 pounds per pallet.

Rollers provide guidance during pallet loading and unloading.

Simultaneous Loading

While the main cargo compartment is being loaded, four bins can be simultaneously loaded into the aft underfloor compartment from the hinged tail opening. Each bin measures 8'-7" long by 4'-4" wide by 2'-10" high and weighs approximately 150 pounds. The payload for each bin is 2500 pounds.

Nonpalletized loads are secured by tied-down fittings which can be installed anywhere along the floor tracks of the aircraft.

A winching system would further smooth the way for the palletized cargo. As soon as a pallet is lined up with the edge of the aircraft, spring-loaded hooks engage it. A chain is set in motion and the pallet is pulled forward on tracks to the required position in the aircraft. For unloading, the

process is reversed.

The Canadair specialists advanced two primary terminal plans.

In the first proposal, the aircraft taxis to the terminal loading area. After positioning, the tail section would be opened and a traversing ramp put in place. The airplane leaves the terminal area under its own power after loading and unloading is completed.

Under this scheme, the terminal layout would provide space on two floor levels for all operations. Inbound and outbound cargo transported by truck would be serviced on the lower floor. It is also here that pallet and bin loads would be assembled for transfer to the upper floor by elevator.

On the upper level, the palletized cargo moves to the outgoing loading area on pallet transporters which transfer the cargo to the power roller surface of a double deck traversing ramp. A complete airplane load of ten pallets may be placed on the two sections of the ramp.

On the lower level of the forward ramp, four bins can be simultaneously transferred into the aft under floor compartment of the aircraft.

The second terminal plan, also using two levels, introduces aircraft turntables to cut overall warehouse and taxi area.

The ground floor processes over-the-road shipments, sorting, documentation, routing and palletizing. Assembled loads are carried to the upper floor by two centrally located elevators.

On the second floor, the loaded pallets are arranged into a complete airplane load on an on-off loader train. An overhead crane moves the pallet complete with carrier, on and off-the-loader train.

The bins are transported by tracks for straight in loading of the aft underfloor compartment. Piece loading of the tail section is performed from the

second floor level. The forward area of the main cargo compartment and the forward underfloor compartment are bulk loaded from the ground floor level.

The fixed ramp, constructed in two equal double deck sections, can carry two fully loaded pallets in each section.

The upper deck center parts of both sections are fitted with power rollers and adjustable pallet guide rails extending the length of the ramp which matches with the fuselage interior guide rails. The lower deck, from which the bins are loaded and unloaded, is fitted with power conveyor belts.

What about the smaller base—the station where it would not be economically sound to build and maintain a fully equipped cargo terminal? Canadair has considered this. The company's experts feel that it is of "the utmost importance" that the CL-44D and its equipment should fit in with the requirements of a secondary, or relatively unequipped base.

Old Standbys

They feel the standard fork lift and scissor lift truck can be used in conjunction with the CL-44D. However, additional support equipment is required at the secondary base to handle the flexible pallets considered in the fully integrated system.

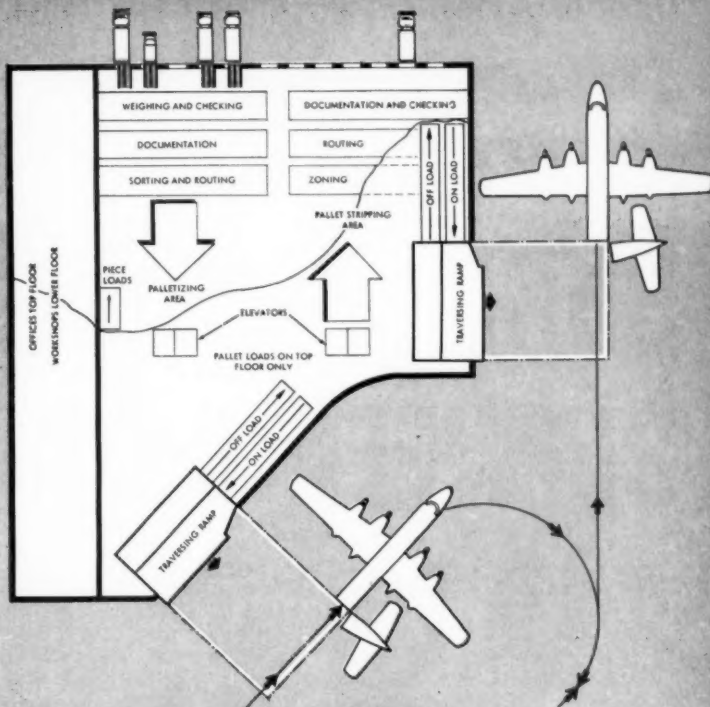
To gain maximum speed and efficiency at a secondary base, the Canadair study recommends flat-bed loading areas for the pallets. Other specifications urge a mobile self-powered elevator truck, and an elevator platform which is moveable but which requires an external power source.

Apart from ground handling considerations, the Canadair researchers touched on the area of data processing. They found, after joint studies with The Flying Tiger Line, that a payload of 60-65,000 pounds produces between 3 and 4000 packages. "It is obviously impossible," the Canadair group concluded, "to control such shipments within the minimal turnaround time allowances considered using ordinary documentation procedures and, if delays are to be avoided, an automatic data processing system must be installed to cover the entire movement of cargo from consignor to consignee."

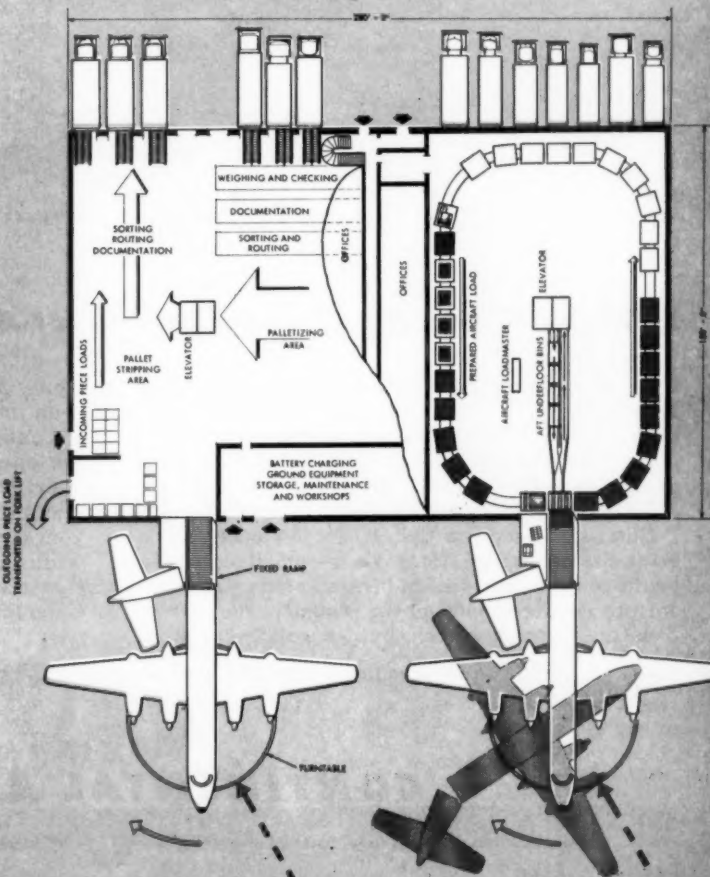
Such documentation would spell out the work to be performed, the record of completion and such varied data as: weight, volume, cargo classification, destination, package marking and flight number.

A system capable of providing these data requirements is currently in the developmental stage.

First Terminal Plan

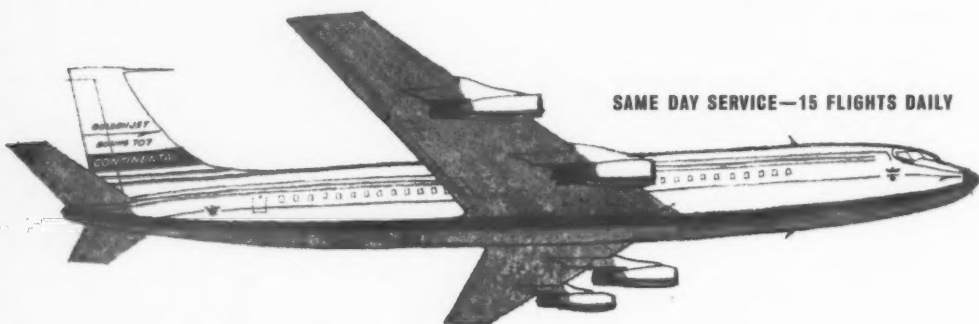


Second Terminal Proposal



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Seabags At Bainbridge Yield Air Freight Revenues

By DONALD J. FREDERICK



Storekeeper first class Virgil J. Kovachich is the smiling air freight booster. He cuts all government requests for the movement of seamen and their gear from the Bainbridge Naval Training Center.



Jim Gorson, left, manager of the Bainbridge JAMTO pitches in to help agent Frank Heckman handle a growing pyramid of seabags which are being consolidated for shipment to new duty stations.

THE Joint Airlines Military Traffic Office at Bainbridge, Md. is generating air freight revenue from an unexpected source, servicemen's seabags and duffel bags. The Bainbridge JAMTO has been shipping the seabags since December, 1959 as a convenience to servicemen traveling on their own time and expense to new duty stations. Volume has been averaging 1700 pounds a week.

The new service has lightened many a serviceman's burden. Instead of lugging his seabag home and then to the next duty station, he merely leaves it with his JAMTO agent at Bainbridge for shipment. All arrangements are handled on a personal basis between JAMTO and the serviceman.

The seabags are sorted and grouped according to duty station. This method of consolidation lowers the air freight rates as the bags accumulate, since rates are based on 100 pound shipments. Weight of the seabags has been averaging 50 pounds each.

In an effort to further cut costs to the serviceman, the Bainbridge JAMTO has been using deferred air freight to Los Angeles and San Francisco whenever possible. This entails no unnecessary delay since military personnel are frequently granted some leave or delay en route before reporting to a new duty station. Shipments are usually planned so they will arrive no sooner than 3 days prior to pick up.

Under the present set up, the seabags are held at the destination airport for pick up. However, if the Bainbridge scheme catches on it may be expanded to include JAMTO to JAMTO delivery.

Jim Gorson, JAMTO manager at Bainbridge, is very pleased with the seabag venture. "We have been very successful with it," he observes, and points out that the operation is a "vast new source of untapped revenue for the airlines." Gorson may not be too far off base, especially when one considers the number of servicemen within the country who change duty stations each year.

There are several military stations throughout the country with a heavy turnover of personnel. Stations which might be considered include Great Lakes Naval Training Center, Ill., San Diego, Calif., Fort Meade, Md. and Fort Benning, Ga.

The Bainbridge JAMTO kicked off the seabag service with little difficulty. All the station required Gorson says, was: (1) a weighing scale; (2) the design and distribution of promotion handouts and posters; (3) maintaining a supply of an airlines' airbills and trucker waybills; and (4) mimeographing instructions for air freight agents at the airport.

The Traffic Is There . . .

TWA Staffs for Real Cargo Activity

UNDER its new vice president of Cargo Sales and Market Development, Samuel C. Dunlap, Trans World Airlines is being staffed for a greatly expanded air cargo operation. Four veteran specialists in the cargo field have been promoted and two new appointees added to Dunlap's staff:

Stanley E. Russ, formerly head of TWA's air freight program, is now system manager, air freight sales;

William H. Pluchel, formerly in charge of TWA's mail and express, is system manager, mail and express;

Howard R. Jennings, formerly air freight administrator, is TWA's new manager, freight forwarder sales; and

Francis D. Terrillion, formerly manager of cargo tariffs, now administrative assistant, air freight sales.

New appointees are Samuel F. Leib as manager military and interline air freight sales, and Douglas U. Stark, as manager of perishable air freight sales. Both are former American Airlines cargo sales personnel. Leib was manager of interline air freight sales for American. Stark was formerly regional cargo sales manager in Los Angeles.

As part of a program to step up cargo sales development, Trans World Airlines recently flew a group of its overseas cargo sales managers to New York for personalized meetings with shippers, consignees and other authorities on air freight. The visits and discussions were geared to fill in the overseas cargo executives on industrial trends, long-range programming and immediate sales activities undertaken by TWA.

Reactions of the visiting TWA man-



RUSS



PLUCHEL



JENNINGS



TERRILLION



STARK



LEIB

agers were twofold. They felt that: face-to-face visits to the consignees provided opportunities to discuss mutual interest; and the seminar permitted a positive approach to a program of cargo development for shipments to the U.S. from overseas areas.

Organizations who played host to the visiting sales managers included: Emery Air Freight, Benrus, Frankel

Associates, New York Herald-Tribune, Foremost Laces, International Business Machines, Railway Express Agency, Associated Merchandising, Air Express International and Barnett Forwarders International.

High on the list of topics discussed were the new low transatlantic rates and the increased frequencies of TWA's all cargo services.

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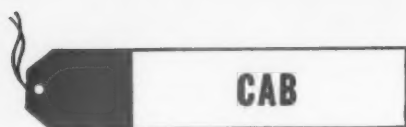
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CAB Bureau Counsel Fights Subsidy In Cargo Case

A tentative statement of position by Civil Aeronautics Board's Bureau of Air Operations in the Domestic Cargo Mail Service Case advises against any subsidy eligibility for the all-cargo carriers. At the same time, the Bureau urged that the certificates of Slick Airways, Riddle Airlines and The Flying Tiger Line be made permanent. AAXICO, which suspended common carriage operations last year, did not gain the Bureau's tentative backing. The CAB group felt that the carrier's certificate should not be renewed.

A carrier by carrier breakdown reveals the following Bureau recommendations:

Slick should serve a route between the terminal point San Francisco-Oakland, the intermediate points Los Angeles, Dallas-Fort Worth, St. Louis, Chicago, Indianapolis, New York-Newark, Hartford, and the terminal point Boston.

Riddle would provide service between the terminal point Miami, the intermediate points West Palm Beach, Tampa-St. Petersburg, Orlando and Atlanta and beyond (1) Atlanta the intermediate point Philadelphia and the terminal point New York; and (2) Atlanta the intermediate point Cleveland and the terminal point Detroit; and (3) Atlanta the terminal point Chicago.

The Flying Tigers would offer service between the terminal point Los Angeles, the intermediate points San Francisco-Oakland, Portland, Seattle, Chicago, Detroit, Cleveland, Binghamton, New York-Newark, Hartford, and the terminal point Boston.

Noticeably absent from the route recommendations was the area concept on which the present all-cargo certificates are based.

The Bureau also favored giving both the all-cargo and the combination carriers authority to provide flag stop service on scheduled all-cargo flights to off-route shippers who accumulate sufficient volume. Service would be offered on a temporary exemption basis with the individual airline showing CAB a need for such an exemption.

Closely linked to the off-route shipper proposal was a Bureau recommendation which would allow all-cargo flag-stop service to and from domestic

military installations in connection with certificated scheduled route operations where the carriers' certificated cities are adjacent to the military installations of origin and destination.

Both recommendations loosen present restrictions but do not go as far as trunkline applications to allow all-cargo operations without regard to linear route descriptions.

The Bureau recognized some merit in the concept of truck-air service, but found that the "record does not support the designation of truck points on air carrier certificates. Such service," it said, "should be effected through individual temporary exemption proceedings where warranted."

The tentative Bureau position was expected to be amplified on May 26, the date on which briefs from all parties to the proceeding are scheduled to be submitted to CAB Hearing Examiner Merritt Ruhlen.

Baltimore's Cargo Service Found Adequate By CAB

Civil Aeronautics Board has found that there is no need for additional air cargo service at Baltimore. Ruling in the Washington-Baltimore Adequacy of Service Investigation, the Board said that Baltimore had failed to prove that the airlines' serving the city had not developed its air freight potential.

The Board did find, however, that Baltimore's air service was inadequate in 29 markets due to deficiencies in single-plane service. In addition, CAB held that it had the power to select a carrier to provide additional services when service in any particular market is found to be inadequate.

Accordingly the Board ordered minimum single-plane service for: **American Airlines**, Baltimore-Dallas, a minimum of one daily eastbound flight; **Capital Airlines**, Baltimore-Milwaukee, Minneapolis/St. Paul, Akron and Youngstown, one daily roundtrip; **Baltimore-Norfolk**, one daily roundtrip; **Baltimore-Buffalo**, Rochester and Cleveland, two daily roundtrips; **Delta Air Lines**, Baltimore-Charlotte, one daily roundtrip; **Eastern Air Lines**, Baltimore-Charleston, W.Va., one eastbound flight daily; **Baltimore-New Orleans**, Orlando, St. Louis and Tampa/St. Petersburg,

one daily roundtrip; **Baltimore-Atlanta**, one daily roundtrip; **Baltimore-Louisville**, two daily roundtrips; **Baltimore-Miami**, one daily roundtrip with two roundtrips from December 15 to March 15; **National Airlines**, Baltimore-Miami, Tampa/St. Petersburg, and Jacksonville, one daily roundtrip; **Northeast Airlines**, Baltimore-Miami, one daily roundtrip; **Trans World Airlines**, Baltimore-Dayton, Columbus and St. Louis, one daily roundtrip; **Baltimore-Indianapolis**, one daily roundtrip; and **United Air Lines**, Baltimore-Denver, one daily roundtrip.

In the case of Capital Airlines, the Board stayed its order because of the carrier's apparent financial difficulties, but the Agency added that this "should not be interpreted as relieving Capital from its obligations."

Gilliland Named Chairman Bragdon Nominated To Fill Durfee's Term

Whitney Gilliland has been named chairman of the Civil Aeronautics Board by President Eisenhower. He replaces James R. Durfee who was appointed to a judge's seat on the U.S. Court of Claims.

Gilliland, a former chairman of the Foreign Claims Settlement Commission, was sworn in as a CAB member last November 1. He was reappointed for a six-year term beginning January 1, 1960.

Meanwhile, Maj. Gen. John S. Bragdon (USA-Ret.), a special assistant to President Eisenhower for public works, has been nominated to fill out Durfee's unexpired term. The term expires December 31.

Bragdon is a native of Pittsburgh and has an engineering background.

Board Calls For Study Of San Juan Rate Reductions

The Civil Aeronautics Board has ordered an investigation of the new reduced general commodity rates introduced by Pan American World Airways between New York and San Juan.

The Board ordered the study in the wake of a strong protest by Riddle Airlines which charged that the PAA rates brought about reductions between 9% and 30%. Riddle claims the cuts will not generate traffic but merely divert business from other carriers.

Pan Am countered that the proposed rates are higher than the existing specific commodity rate between New York and San Juan. PAA added that it was hoping to encourage forwarder activity with the new rates.

Other carriers operating in the New York-San Juan market have filed competitive rates.

Military Mail Rate Set By Board

Civil Aeronautics Board has established a transatlantic rate of 27.3¢ per ton-mile for the airlift of non-airmail military mail, including personal letters and parcels addressed to or from military bases overseas. The rate is in line with that requested by Seaboard & Western Airlines, Trans World Airlines, and Pan American Airways.

In setting the rate, the Board stipulated certain conditions. The rates will be applied to the mail ton-miles carried each month by each carrier in the class of service to which these rates are applicable. Mail ton miles will be computed on the basis of the direct airport-to-airport mileage between points served for the carriage of mail.

In addition, no mail can be carried at the 27.3¢ rate unless the carrier has first provided regular airmail and air parcel post service for the Post Office.

House Committee Urges Airline Subsidy Cut

The House Appropriations Committee has recommended trimming nearly \$9 million from Civil Aeronautics Board airline subsidy payments. The Committee also favors reducing the amount necessary to operate the Board by \$315,000.

In making its reduction in the CAB budget request, the committee expressed concern that the Board "is not auditing subsidy payments on a current basis, but makes monthly payments and audits the accounts only annually." The committee further commented that it had the impression that the Board "is shuffling too many papers that result in building up an unnecessary backlog of work."

The figures which were approved for the Board's fiscal 1961 operations are: (1) \$7,285,000 for salaries and expenses and (2) \$60,000,000 for airline subsidy payments.

CAB Amends Permits Of Lufthansa-Air India

Civil Aeronautics Board has issued amended foreign air carrier permits to two carriers—Lufthansa and Air India.

In the case of Lufthansa, the Board amended the airline's permit to allow operations to San Francisco either by way of a polar route from Germany or via Montreal. In designating Montreal, the Board explained that it preferred to name in the Lufthansa permit the specific city in Canada which the airline intends to serve. At the same time, the Board deferred decision on a re-

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quest for designation of any other Canadian city since: "The record shows that Lufthansa intends to conduct its operations over the new route via Montreal and that it only requested a broader designation of Canadian points in the event that it is unsuccessful in obtaining Montreal traffic rights from the Canadian government."

Air India's permit was amended to name countries, rather than specific cities as intermediate traffic points on the new India-New York route. The change was made to make the permit conform with the language of the U.S.-Indian air bilateral agreement. An exception was the designation of Montreal as one of the intermediates. The Board reasoned that: "In view of the proximity of Canada to the U.S. and the extensive boundary involved, we find that the designation of the specific cities in Canada, which are presently included as intermediate points in Air India's existing permit, should be retained."

Board Investigation To Analyze Capital Crisis

The Civil Aeronautics Board has set up an investigation to determine the reasons behind Capital Airlines' current financial crisis. Capital, heavily in debt, has petitioned the Board for \$13 million in subsidy.

Specifically, the Board will look into: (1) the reasons for Capital's current financial situation; (2) whether the alteration, amendment, modification, or suspension in whole or in part, of any or all of the certificates of public convenience and necessity of Capital is

required; (3) whether the transfer of any or all of the routes for Capital to another carrier or carriers would be in the public interest (4) whether the integration of the routes of Capital and another carrier or carriers into a unified system by means of merger, consolidation, acquisition of control, route transfer or in any other lawful manner would be in the public interest and (5) what other remedial actions should be taken by the Board to rectify the present situation.

Air Taxi Regulations To Be Extended By CAB

Civil Aeronautics Board has advanced a proposal which would extend the operating authority of air taxi operators for another five years. The present authority of air taxi operators, who utilize aircraft having a maximum certificated takeoff weight not exceeding 12,500 pounds, was scheduled to expire June 1 unless extended.

The taxi operators originally were covered by the Board's economic regulations in 1952 for a three year period and have since been operating under extensions. The Board noted that other parts of the proposed regulation are similar to those now in effect (Part 298 of the CAB's Economic Regulations).

CAB Proposes New Form For Forwarder Authority

Civil Aeronautics Board has proposed amendments to its economic regulations which would require the use of but one application form for both domestic and international air

freight forwarder authorization. At the present time, parties applying for international air freight forwarder use no application form, but submit only a list of specified information.

Explaining the proposal, CAB said the use of a single application form would establish a more uniform application system and would allow for the handling of applications in a much more efficient and expeditious manner.

Board Renews TACA Permit For Three Year Period

TACA International Airlines has received a three-year renewal of its temporary foreign air carrier permit to serve a route between the terminals San Salvador, El Salvador and New Orleans via the intermediate points Guatemala City, Guatemala, and Belize, British Honduras. The permit was renewed subject to the condition that New Orleans could only be served on flights originating or terminating in El Salvador.

CAB BRIEFS

Pan American World Airways has received temporary exemption authority to provide flagstop service for property moving on government bills of lading to Travis Air Force Base, California on flights between California and Tokyo.

A new amendment in Civil Aeronautics Board's economic regulations will permit carriers to authorize corporations to act as tariff agents. The amendment was adopted in view of the difficulties which arise in the case of death or incapacitation of an individual tariff agent. It was felt that the succession of an alternate agent in such a contingency is administratively awkward and to some degree unworkable.

Seaboard & Western Airlines has received renewed exemption authority to transport, for the Dupont Company, west-bound shipments of business and office machinery, typewriters, electrical equipment, appliances, tools, and scientific and precision instruments between Belfast, Ireland and New York.

The Board has denied Slick Airways' application to perform cargo charter flights for Japan Air Lines on a call basis. The carrier's petition for exemption was turned down without prejudice to future applications seeking exemption authority for specific flights.



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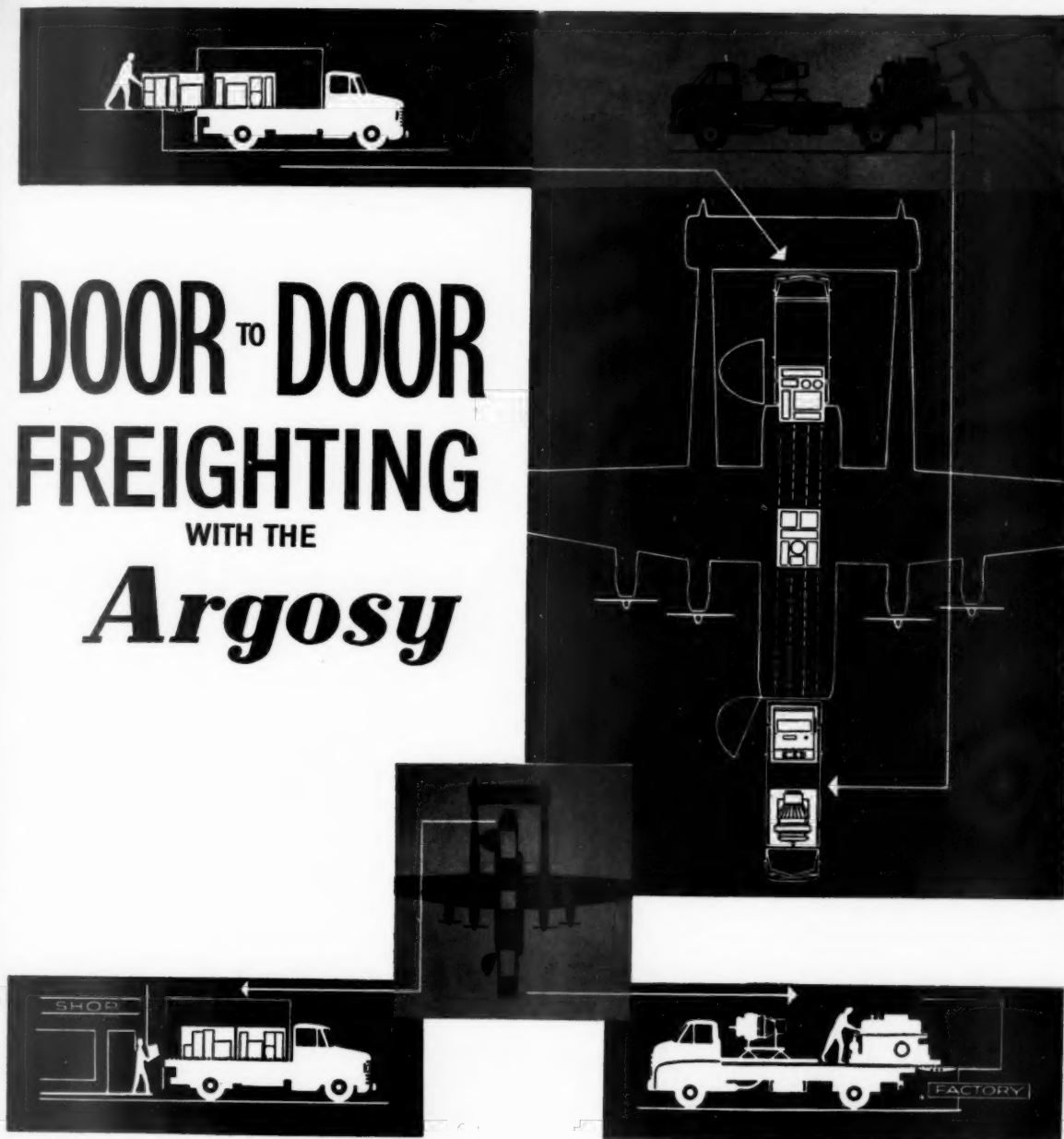
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CAB added that it expected such future requests "will be limited to those instances where the cargo is of such unusual size and/or shape that JAL cannot accommodate it in its aircraft."

Trans Caribbean Airways has received an examiner's recommendation to carry mail on a non-subsidized basis on flights between New York and Puerto Rico.

British West Indian Airways has been cleared to serve New York International Airport.

Delta Air Lines has been temporarily exempted to serve Houston and Dallas or Fort Worth as consecutive points on all cargo flights. Authority was granted subject to the condition that DAL shall not discharge at Dallas or Fort Worth property or mail which was enplaned at Houston nor unload cargo at Houston which was enplaned at Dallas or Fort Worth.

Pan American and Panagra have been granted temporary exemption authority to originate and terminate certain interchange flights at Miami, Florida, until September 15, 1960.

Ozark Air Lines has been authorized, for one year, to operate between Ottumwa and Iowa City, Iowa, on flights serving Chicago and Des Moines.

CAB CALENDAR

JUNE

- June 1—West Coast Airlines Renewal of temporary points, hearing, tentative (Docket 10064).
- June 6—Reopened Pan American Mail Rate Case, hearing, tentative (Docket 1706-A).
- June 7—North Central Airlines Renewal of temporary points, hearing, tentative (Docket 10036).
- June 14—Buffalo-Toronto Route Case, hearing, tentative (Docket 7142 et al).
- June 14—Ozark Air Lines Renewal of temporary points, hearing, tentative (Docket 10094).
- June 14—Reopened Large Irregular Air Carrier Investigation, hearing, tentative (Docket 5132 et al).
- June 21—Greensboro-High Pt. Adequacy of Service Case, hearing, tentative (Docket 8106 et al).

SEPTEMBER

- Sept. 27—Southwestern Area Local Service Case, hearing, tentative (Docket 10758 et al).

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Carrier Round-Up

UAT French Airlines will step up flight schedules from France to West and Equatorial Africa. This month and in July the airline will operate an additional 15 roundtrips to Equatorial Africa and an additional 32 roundtrips flights to West Africa during the two month period.

British West Indian Airways is acting as general sales agents in Florida for Bahama Airways.

Pacific Northern Airlines reports that in 1959 it carried more cargo and mail in Alaska service than any other airline. The carrier also notes that it has moved executive and accounting offices to the new Norton Building in Seattle at 2nd and Columbia.

Pan American World Airways carried 115,865,000 cargo ton miles in 1959 for an increase of 15% over the preceding year. The cargo figure rep-

resented 18% of Pan Am's total ton-miles. The airline's mail ton miles climbed to 39,567,000 for an 11% gain over 1958.

United Air Lines now offers nonstop DC-8 jet service between Denver and Chicago and Los Angeles and on-stop flights to and from New York.

Panagra has started DC-8 jet service from Miami to Panama, Peru and Argentina.

American Airlines, in the first quarter, carried 27,188,000 ton miles of air freight equaling a 31% increase over the same period in 1959.

The Flying Tiger Line reports March revenues of \$1,278,629, approximately 3% above the 1959 total of \$1,239,460. However, total air freight traffic for the first quarter of 1960 showed a small decline. Traffic totaled \$3,394,732, compared to \$3,457,697 last year. The decrease was attributed to a short lived navigators strike during February and a threatened pilot strike in January.

SAS has inaugurated daily DC-8 jet service between New York and Copenhagen.

Swissair reports that its freight traffic for the first quarter of 1960, 6,600,000 ton-kilometers, was 26% above that for the like period of 1959 although capacity was only 4% greater. The biggest increase in freight traffic was on routes to the Near and Middle East (95% higher than the first quarter of 1959). On the South American route freight business was up 50% while on the North American, Far East and European routes the increases were 22, 18 and 10%, respectively.

Swissair introduced jet operations on May 21 when the Caravelle went into service and on May 30 when the DC-8 went on to the Switzerland-New York route. The introduction of jets will greatly increase Swissair's freight capacity, particularly on the North Atlantic. Swissair estimates that on the North Atlantic route, in the second half of this year, it will have a capacity westbound four to five times greater than that in the like period of last year. Eastbound the capacity will be seven to eight times greater.

Air France claims a major breakthrough in air cargo was achieved when 8000 pounds of non-refrigerated



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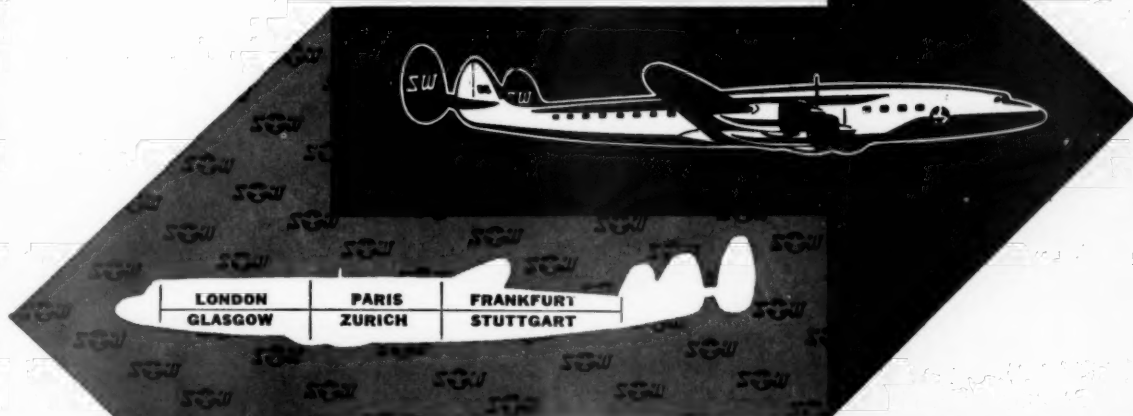


SOUTHBOUND					NORTHBOUND				
875	873	871	869	867	865	863	861	859	857
01 30	01 45	02 00	02 15	02 30	04 15	04 30	04 45	05 00	05 15
03 30	03 45	04 00	04 15	04 30	06 15	06 30	06 45	07 00	07 15
05 30	05 45	06 00	06 15	06 30	08 15	08 30	08 45	09 00	09 15
07 30	07 45	08 00	08 15	08 30	10 15	10 30	10 45	11 00	11 15
09 30	09 45	10 00	10 15	10 30	12 15	12 30	12 45	01 00	01 15
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21 30	21 45	22 00	22 15	22 30	12 15	12 30	12 45	01 00	01 15
23 30	23 45	00 00	00 15	00 30	02 15	02 30	02 45	03 00	03 15

WESTBOUND					EASTBOUND				
815	813	811	809	807	805	803	801	799	797
01 30	01 45	02 00	02 15	02 30	04 15	04 30	04 45	05 00	05 15
03 30	03 45	04 00	04 15	04 30	06 15	06 30	06 45	07 00	07 15
05 30	05 45	06 00	06 15	06 30	08 15	08 30	08 45	09 00	09 15
07 30	07 45	08 00	08 15	08 30	10 15	10 30	10 45	11 00	11 15
09 30	09 45	10 00	10 15	10 30	12 15	12 30	12 45	01 00	01 15
11 30	11 45	12 00	12 15	12 30	02 15	02 30	02 45	03 00	03 15
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23 30	23 45	00 00	00 15	00 30	02 15	02 30	02 45	03 00	03 15

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polio vaccine was flown from New York to West Berlin. Air France's regional manager, David W. Delaney, described the shipment as pioneering "the use of air cargo for other commodities that might need costly packaging and conditioning which the jet age speed may eliminate."

National Airlines reports substantial cargo advances from New York to all destinations during the first quarter of 1960. In the three month period, the airline flew 1,552,361 pounds of air freight, an increase of 12% over the same period a year ago. Air express shipments rose 15% to 307,119 pounds.

Emery Air Freight has established two new branch offices in Sydney and Melbourne, Australia. The forwarder says that delivery time for shipments from North American to either Sydney or Melbourne is approximately 72 hours from the time of origin.

British Overseas Airways Corp. recently sent two experimental consignments of orchids on a complete round-the-world trip. Object was to test new types of packaging and to see how the orchids reacted to long, high speed journeys. The voyage was successful—both consignments arrived back in

Singapore, their originating point, in perfect condition.

Under a new Franco-Polish bilateral air agreement, Air France has been authorized to fly a Paris-Warsaw route either via Berlin or via Prague. The French carrier was also cleared to operate to a point beyond Warsaw.

LOT, the Polish airline, was allowed to link Warsaw with Paris flying either via Berlin or via Zurich with traffic rights at both points. LOT was also given beyond Paris rights.

Thai Airways International has begun service in the Far East and is operating: three flights a week between Bangkok and Tokyo via Hong Kong; four flights a week between Bangkok and Singapore; and daily services between Bangkok and Hong Kong. The carrier is using DC-6B equipment.

Compania De Aviacion Faucett, S.A., a Peruvian airline, has permission from its government to operate international routes between: Lima-Guayaquil-Panama-Havana—Miami—Washington-New York, and Lima-Atofagasta-Santiago-Buenos Aires.

According to the carrier's managing

director, the airline has started to request the necessary permission from the various countries involved. International operations are expected to begin before the end of the year with DC-6 equipment.

Continental Airlines, during the first quarter of 1960, flew 1,700,000 cargo ton miles for a 100% gain over the 850,000 registered in the first quarter of 1959. During March, the airline reached 544,000 cargo ton miles for a 89% gain over the 288,000 cargo ton miles carried in March 1959.

Western Air Lines, this month, inaugurates Boeing 707 jet service between Los Angeles, San Francisco-Oakland, Portland and Seattle-Tacoma.

According to the Air Transport Association, the 13 local service airlines, in 1959, hauled 5,332,000 ton miles of air freight and express for a 32% increase over 1958. During the same period, mail was up 27%, to 2,196,000 ton miles.

Japan Air Lines has signed a contract for purchase of three Convair 880 jets, to be delivered in May and June, 1961.

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For full details, call your cargo agent or the nearest office of Pan American World Airways, Sales Agent for Panagra.



PANAGRA
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PEOPLE

James R. Cason, Jr. has been named New York district cargo manager for Air France. Cason will be responsible for cargo sales in New York City and state, Long Island and Fairfield County in Connecticut. He will be based at the 683 5th Avenue office of Air France in New York City.

Anthony F. Arpaia, a former member and past chairman of the Interstate Commerce Commission, has been named to the post of vice president, international services, by the Railway Express Agency. He will be in charge of the general planning and development of the company's varied and growing international transportation services.

Commenting on his appointment, Arpaia pointed out that "the world trade area is one in which simpler, less complicated transportation procedures and lower total costs, such as REA has made possible, can help bind us all closer together."

Edward Hudak, an airline veteran, has been appointed to the Los Angeles cargo sales manager's slot by Pan American World Airways. He will head up Pan Am's growing southland cargo sales department.

Hudak is no stranger to PAA. After the war, he was appointed the carrier's first cargo sales representative. In 1951, Hudak left Pan Am to open his own business in Los Angeles. He later joined the sales staff of Air Express International. In 1959, he moved to Seaboard & Western Airlines as regional sales manager.

Charles E. Smith, manager—air mail, Braniff Airways, has been re-elected chairman of the Air Mail Committee of the Air Transport Association of America. **John J. Hart**, manager—mail and express sales, United Air Lines, was named vice chairman of the committee.

Erik Hennings has been appointed United States representative for Scandinavia by the Air Express International Corp. Hennings, who will be based in Copenhagen, was the former freight manager in Scandinavia for KLM.

Nestor Castellanos has been appointed Cubana's district sales and traffic manager in the territories of

Texas, Missouri, New Mexico, Oklahoma and Arkansas. He will be based in the carrier's main offices at the Dallas Statler Hilton Hotel.

Tony Kamel, formerly Dallas sales manager, has been promoted to general sales manager for Trans-Texas Airways. Also at TTA, Ken Self has been named to the post of Fort Worth sales representative.

Robert Canto has joined the Los Angeles staff of Japan Air Lines as cargo sales representative. Canto has worked in cargo sales for the past five years both in Los Angeles and New York, and most recently was associated with Air-Sea Forwarders in Los Angeles.

JAL noted that Canto was added to the Los Angeles staff in anticipation of stepped up activity when the DC-8 jet is introduced.

Meanwhile, JAL has announced the appointment of three European managers to facilitate sales activities. **Atsushi Tago** will handle France and Italy; **Minoru Kimura** will direct activities in West Germany and Scandinavia; and **Tamao Kitamura** will direct sales in the United Kingdom and Erie.

Emery Air Freight announces several appointments in Australia. **Douglas H. G. Russell** has been named manager of Australia; **Jan Verdonk**, formerly of F. H. Stephens Pty. Ltd., manager of the Sydney office; and **Alan J. Hodgekiss**, formerly with Quantas Airlines, manager in Melbourne.

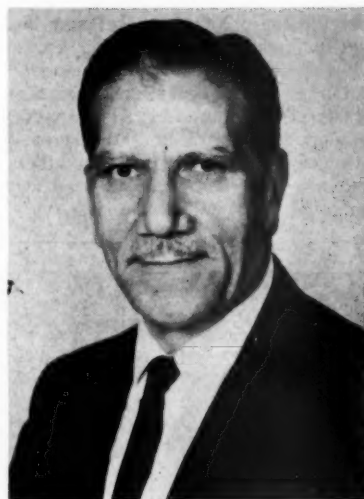
Yukio Sato will supervise new branch offices established by the Airfreight Service Corp. in Japan. Offices have been established by the New York based air freight forwarder at Kobe, Nagoya, Osaka and Yokahama, along with an additional sub-branch in Tokyo.

George C. Lytle joins Riddle on June 1 as manager of tariffs. Lytle, who will remain in Washington, has been assistant to the cargo tariffs agent of the Air Traffic Conference.

John E. Hilgoth, has resigned as director of sales for Riddle Airlines to accept the position of general sales manager of Eagle Airways (Bahamas). Prior to joining Riddle early in 1960, Hilgoth was assistant to the director of cargo for the Air Transport Association.



JAMES R. CASON, JR.



ANTHONY F. ARPAIA



EDWARD HUDAK

New Products and Processes

Aircraft Parts Container Is Rugged And Reusable

Thermo-Plastic Products Co. has devised and produced a low cost, sturdy, reusable container for shipping aircraft spare parts. The thermoplastic container is made of Marlex linear polyethylene that is vacuum-formed on permanent molds. It has rounded corners and edges, and recesses for strapping. The hardware is of corrosion-resistant metals, including hinges and over-center fasteners; it is also available with or without handles.

The containers, which come in 16 sizes, have been tested against Skydrol 500 fuels, lubricating oils and greases, all commonly used solvents and chemicals and moisture, with complete success. Weatherproof, the boxes may be used for outside storage.

Boeing Airplane Company co-operated in the design and testing of the containers and has adopted the new products. Prior to selecting the thermoplastic container, Boeing tested other container materials such as steel or aluminum, mat-molded fiberglass, vul-

canized fiber, vulcanized fiber-faced plywood as well as semi-rigid, vacuum-formable thermoplastics.

Prices range from \$13.25 for the 6 x 6 x 6 inch containers to \$34.50 for the 24 x 24 x 12 inch container. For quantity purchases of 100 containers or more, reductions of about 25 percent are given.

For further information, write Thermo-Plastic Products Company, Inc., 1645 Old County Road, San Carlos, California.

Portable Two-way Radio Uses Flashlight Batteries

Jetronic Industries, Inc. has introduced a new transistorized citizens band two-way portable radio. Called the Spokesman, it weighs less than four pounds and can be carried by hand for communications between ground crews, control towers, aircraft and guard details.

The two-way radio operates on standard flashlight batteries on the 27Mc. citizens band frequency requir-

ing no tuning. The unit additionally features separate microphone and speaker, "press-to-talk" switch which prevents accidental transmission, volume control and a self-contained telescoping antenna.

Additional information and literature may be obtained by writing to Jetronic Industries, Inc., 4000 N.W. 28th Street, Miami, Fla.

New Rider-Walkie Truck Promises More Stability

Yale Materials Handling Division of The Yale and Towne Manufacturing Company had developed a stable 4000 pound capacity rider-walkie electric lift truck. Most of the new truck is made of I-beam sections with three-quarter inch flanges. The interlocking design permits mounting widely spaced channel rollers parallel to the web of the beam so that all pressures are taken on the strongest roller dimension and scrubbing action is eliminated. In addition to the roller mast construction, the lift truck has 10 side thrust rollers, six spaced on the uprights and

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four on the fork carriage, which resists off center loading.

The frame of the new Worksaver is a solid, welded unit of heavy steel plate. The heavy duty tilt cylinders are mounted high, almost parallel to the ground, to provide maximum mechanical efficiency and faster tilting for faster duty cycle operations. The hydraulic oil tank has a 1100 cubic inch capacity. The forks on the Worksaver are adjustable from 12½ to 37½ inches in width. The machine can accommodate the standard Yale triplex mast to give greater lift from a low overall height.

For additional information, write Yale Materials Handling Division, The Yale & Towne Manufacturing Company, 11,000 Roosevelt Blvd., Philadelphia 15, Penna.

Powered Shelf Truck Operates From Either End

Lewis-Shepard Products, Inc. has introduced an electric powered shelf truck with drive and steering controls at each end for convenience in operating in narrow aisles. The shelves can be various widths, lengths and vertical dimensions to suit the product handled. It is ideal for delivering tote pan loads of small parts to work stations.

Another new Lewis-Shepard development is the walkie-rider totemaster carry all truck. Designed for use as a baggage truck, inter-plant delivery truck, or order selector truck; the totemaster can be equipped with 12 or 24 volt electric systems and with overdrive for long hauls. It comes in capacities ranging from 2000 pounds to 10,000 pounds, adaptable to a variety of applications. The shelving can be removed to allow large packages or personnel to be carried.

One Man Dock Operation Analyzed By Lewis-Shepard

Lewis-Shepard Products, Inc. has developed a terminal freight handling analysis form and a one man crew booklet that will enable an engineered approach to solving dock layout problems. The four-page engineering analysis form 421-1 asks the questions that will provide the true handling and specification data necessary for the complete picture of dock operation and for the proper selection of materials handling equipment.

The eight-page one man crew analysis #153 describes the system where each employee works alone as a checker-stripper and loader for increased productivity.

For additional information or copies of forms write Lewis-Shepard Products, Inc., Department R10-21, 125 Walnut Street, Watertown, Mass.

JUNE, 1960

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**MEXICANA
AIRLINES**

Mercer Robinson Line To Be Produced By Lehigh

The Mercer Robinson Engineering Corp. has consolidated operations with Lehigh, Inc. of Easton, Pa. Lehigh will now manufacture the complete Mercer Robinson line of air-cargo and airline baggage handling equipment such as wheel tractor and mobile cranes, fork lift trucks, hydraulic hand lift trucks, hand and power elevators, trailer trucks, truck wheels and casters, hoisting units and portable conveyors.

TECHNICAL LITERATURE

Commodity Rate Booklets Issued By Air France

Air France has come up with a new presentation for specific commodity rates between New York and Montreal and cities in Europe, Africa, Near and Far East and Mexico. The carrier has published a set of eleven specific commodity rate booklets for all shippers. The booklets are 4 by 9 inches in size. Each booklet contains the latest Air France rates on a single commodity, or group of commodities.

Free copies of the entire set are available by writing to James R. Cason, Jr., Air France, New York District Cargo Manager, 683 Fifth Avenue, New York 22, New York.

"Standards vs. Specials" Compares Forklift Types

A new eight-page, two color brochure entitled "Standards vs. Specials" has been published by the Automatic Transportation Company of Chicago. A few of the points cited in the new brochure favoring the purchase of standard fork truck equipment are: better delivery; testing and proven service; borrowing or renting a standard as a temporary replacement in case of a breakdown; replacement of parts and no special driver training periods.

Five pages of illustrations show how both types of trucks are presently used in industry. Additional information on various models is included that should aid the materials handling engineers.

Free copies are obtainable by writing the Automatic Transportation Company, 149 West 87th Street, Chicago, Ill.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

ON THE DOCKET

JUNE

British Exhibition, New York Coliseum, New York, N.Y., June 10-26.

7th Annual Material Handling Course & 3rd Annual Packaging Course, Industrial Management Center, Lake Placid Club, Essex County, New York, June 12-25.

Inventory Planning and Control Course, Industrial Management Center, Lake Placid Club, Essex County, New York, June 19-25.

1960 Chicago International Trade Fair, Navy Pier Exposition Hall, Chicago, Ill., June 20-24.

Air Transport Association, Board of Directors Meeting, ATA Conference Room, Washington, D.C., June 28.

JULY

Western Packaging & Materials Handling Exposition, Pan Pacific Auditorium, San Francisco, Calif., July 19-21.

AUGUST

Air Cargo Inc., Air Freight Cartage Conference, Edgewater Beach Hotel, Chicago, Ill., August 16-18.

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted

Ⓢ indicating freight service only or

ⓔ indicating express service only.

CARRIERS. The two letter code of carrier providing service for each city is designated. Each carrier provides express and freight service unless noted by

Ⓢ indicating freight service only or

ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number.

The charts (following this section) provide maximum dimensions of shipments which will be accepted without advance arrangement.

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city without advance arrangement. **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

RAIL EXPRESS AND MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by

A—available at airport and in city

C—available in city only.

CUSTOMS FACILITIES.

A—available at airport only

C—available in city only

AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP AND DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP	See Pinehurst, N. C.								No Service Available	
ABERDEEN, S. D.	ABR	NO	Baldwin 3-5463	3	200			NSP		No Service Available	
ABERDEEN, WASH.	HUM	WC	General 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	CO	OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH	CH	Federal 2-5787	3	200	C	C	DAL		No Service Available	
ADAMS, N. Y.	ADW	AA	372	3	200			DNH		No Service Available	
ADAMS, N. Y.	ADW	AA	Tyler 6-2315	9	250			AC		.65	1.75
ADAMS, N. Y.	ADW	CA	Tyler 6-2303	3,4	250	C	A	AC		.65	1.75
ADAMS, N. Y.	ADW	EA	Tyler 6-2344	9,19	200	C	A	AC		.65	1.75
ADAMS, N. Y.	ADW	PT	Tyler 6-2353	Served Through Cleveland, Ohio						.65	1.75
ADAMS, N. Y.	ADW	UN	Causton 9-3141	6,5	200	C	A	ELP		.65	1.75
ADAMS, N. Y.	ADW	CO	Hemlock 7-9710	22	200			ELP		.50	1.10
ADAMS, N. Y.	ADW	FL	JU-9-6311	3	200	C	A	DNH		No Service Available	
ADAMS, N. Y.	ADW	EA	Hemlock 2-0525	9,19	200	C	A	DNH		.45	.95
ADAMS, N. Y.	ADW	JD	Hemlock 6-2418	3	100	C	A	DNH		.45	.95
ADAMS, N. Y.	ADW	EA	Union 9-5321	9,5	500	C	C	G		.60	1.40
ADAMS, N. Y.	ADW	EA	Union 9-5361	7,9,19	200	C	C	AC		.60	1.40
ADAMS, N. Y.	ADW	PT	Albany 4-8223	Served Through Newark, N. J.						.60	1.40
ADAMS, N. Y.	ADW	MD	Union 9-5339	9,3	200	C	C	AC		.60	1.40
ADAMS, N. Y.	ADW	TV	Union 9-5379	19	400	C	C	AC		.60	1.40
ADAMS, N. Y.	ADW	WC	Plaza 3-4232	3	150	C	A	FLX		No Service Available	
ADAMS, N. Y.	ADW	CO	Chapel 2-5219	3,22	200	A	A	ELP	G	.40	.85
ADAMS, N. Y.	ADW	FL	Chapel 7-1473	3,9	200	A	A	ELP		.40	.85
ADAMS, N. Y.	ADW	TV	3-1705	8,7	250	A	A	ELP		.40	.85
ADAMS, N. Y.	ADW	DL	4471	9,3	300	C	C	DTR		.75	1.50
ADAMS, N. Y.	ADW	EA	Congress 4-0557	19	200	A	A	PHL	G	.60	1.60
ADAMS, N. Y.	ADW	TV	Congress 4-0597	19	400	A	A	PHL		.60	1.60
ADAMS, N. Y.	ADW	UA	Congress 4-0512	6	200	A	A	PHL		.60	1.60
ADAMS, N. Y.	ADW	FL	353	3	200	C	C	DNH		No Service Available	
ADAMS, N. Y.	ADW	TT								No Service Available	
ADAMS, N. Y.	ADW	AL	RD-5-2044	3	150	C		PIT	G	.55	1.75
ADAMS, N. Y.	ADW	BN	Drake 6-9373	9,10,52	500	C	C	DAL		.80	1.35
ADAMS, N. Y.	ADW	CH	Drake 3-5830	3	200	C	C	DAL		.80	1.35
ADAMS, N. Y.	ADW	CO	Drake 3-6226	22	200	C	C	DAL		.80	1.35
ADAMS, N. Y.	ADW	TV	Drake 2-5517	8	250	C	C	DAL		.80	1.35
ADAMS, N. Y.	ADW	IX		20	200	C		LAX		Los Angeles Area	
ADAMS, N. Y.	ADW	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
ADAMS, N. Y.	ADW	CD				A	A	AC			
ADAMS, N. Y.	ADW	WM	4-1461		2000	A	A	AC		6.10,15A	
ADAMS, N. Y.	ADW	PH	27531	16,4,8		A	A	AC		1.00	2.00
ANDERSON, S. C.	AND	EA	CA-4-0231	19	200	C	A	ATL	G	.35	.75
ANDERSON, S. C.	AND	See Detroit, Mich.									
ANDERSON, S. C.	AND	ADAM	6-8238	3	150					No Service Available	
ANDERSON, S. C.	AND	ADAM	6-8238	3	100					No Service Available	
ANDERSON, S. C.	AND	BL	Apple Valley 7-7209	3	200		A	LAX		No Service Available	
ANDERSON, S. C.	AND	NO	Regent 9-1133	3	200					No Service Available	
ANDERSON, S. C.	AND	PC								No Service Available	
ANDERSON, S. C.	AND	CA	141	3	200	C	C	DAL		No Service Available	
ANDERSON, S. C.	AND	CA	2-2406	3	150	A	C	DWT	G	.60	1.20
ANDERSON, S. C.	AND	DL	AL-2-7601	3	200	A	C	DWT		.60	1.20
ANDERSON, S. C.	AND	FL	AL-2-5061	3	100	A	C	DWT		.60	1.20
ANDERSON, S. C.	AND	EA, FI								Apply Huntington Rates	
ANDERSON, S. C.	AND	NO	Murdock 2-6693	3	200					No Service Available	
ANDERSON, S. C.	AND	WC	Walnut 1-2551	3	150	C	A	C		No Service Available	
ANDERSON, S. C.	AND	SO	LI-81364	3	100		A	ATL		.65	1.35
ANDERSON, S. C.	AND	CA	Poplar 1-8811	3,22,8	250	A	A	C		.50	1.60
ANDERSON, S. C.	AND	DL	Poplar 6-5315	15,9,3,5,10,6,19,14,53A	6000	A	A	C		.50	1.60
ANDERSON, S. C.	AND	EA	Poplar 7-0221	7,23,53A,10,19,52,9	4000	A	A	C		.50	1.60
ANDERSON, S. C.	AND	WM	Poplar 7-9758	52	200	A	A	C		.50	1.60
ANDERSON, S. C.	AND	RD	Poplar 6-2711	1	6000	A	A	C		.50	1.60
ANDERSON, S. C.	AND	SO	Poplar 6-5321	3	200	A	A	C		.50	1.60
ANDERSON, S. C.	AND	TV	Poplar 6-9655	7	250	A	A	C		.50	1.60
ANDERSON, S. C.	AND	AL	Pleasantville 2458	3,19	150	A	A	PHL		.80	2.10
ANDERSON, S. C.	AND	EA	Pleasantville 2500	19	200	A	A	PHL		.80	2.10
ANDERSON, S. C.	AND	See Lewiston, Me.									
ANDERSON, S. C.	AND	DL	2-8814	9,3	300	C	A	ATL	G	.75	1.50
ANDERSON, S. C.	AND	EA	2-6684	19	200	A	A	C		.75	1.50
ANDERSON, S. C.	AND	ADU	Mayfair 2-1351	3	200	A	C	PWM		.50	1.00
ANDERSON, S. C.	AND	BN	RD-5-5461	5,9	200	A	C	SAT	G	.50	1.25
ANDERSON, S. C.	AND	CO	RD-5-6515	3,22	200	A	C	SAT		.50	1.25
ANDERSON, S. C.	AND	TT	RD-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P. Q.	YBO	QMA		3	400					No Service Available	
BAKER, ORE.	BKE	WC	Jackson 3-5744	3	150	C	C	FLX		No Service Available	
BAKERSFIELD, CALIF.	BFL	UA	Export 9-2921	9	200	A	A	LAX	G	.40	.95
BAKERSFIELD, CALIF.	BFL	PC	Export 9-1771	3,19	200	A	A	LAX		.40	.95
BAKERSFIELD, CALIF.	BFL	AL	Saratoga 7-3210	9,15,30A,5	6000	A	A	C		.75	1.60
BAKERSFIELD, CALIF.	BFL	CA	Southfield 6-1010	5,9,19	150	A	A	C		.75	1.60
BAKERSFIELD, CALIF.	BFL	CA	Saratoga 7-1063	4,22	250	A	A	C		.75	1.60
BAKERSFIELD, CALIF.	BFL	DL	Southfield 6-2100	8	200	A	A	C		.75	1.60
BAKERSFIELD, CALIF.	BFL	EA	Hillberry 5-7718	19,8,10	200	A	A	C		.75	1.60
BAKERSFIELD, CALIF.	BFL	NA	Southfield 1-3603	9,6	200	A	A	C		.75	1.60
BAKERSFIELD, CALIF.	BFL	WB	(Service Suspended)								

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
BALTIMORE, MD.	BAL	FAA	MT 5-1630	50.	600	A	A	C		.75	1.60
(Concluded)											
BANGOR, ME.	BGR	TV	Southfield 1-1500	50.	400	A	A	C		.75	1.60
BAR HARBOR, ME.	BHB	UA	Southfield 1-0705	9,53.	400	A	A	C		.75	1.60
BARRE, VT.	MPV	NE Seasonal	7314.	200	200	A	A	C		.50	1.00
BARTLESVILLE, OKLA.	BVO	NE Seasonal	Normandy 7-2573	200	200	C		C		No Service Available	Seasonal
BATON ROUGE, LA.	BTR	CO	Federal 6-7147	200	200	C	C	MCC		.55	1.10
		CN	636	200	200	C	C	MCC		.55	1.10
		EA	Elgin 5-6491	200	200	C	C	C		.55	1.25
		EA	Elgin 5-2581	200	200	C	C	C		.55	1.25
		SO	Elgin 7-1488	100	100	C	C	C		.55	1.25
		NO	Woodward 3-1541	200	200	A				.50	1.00
BATTLE CREEK, MICH.	BTL	NO	Woodward 3-1541	200	200	A				.50	1.00
BAY CITY, MICH.	BMS	See Saginaw, Mich.									
BEAUFORT, N. C.	BNU	See Morehead City, N. C.									
BEATRICE, NEB.	BTE	FL	CA-3-5312	200	200			OMA		No Service Available	
BEAUMONT, TEX.	BPT	DL	TE-5-7541	200	200	C	A	C		.55	1.50
		EA	TE-5-4573	200	200	C	A	C		.55	1.50
		TT	TE-3-1425	150	150	C	A	C		.55	1.50
BECKLEY, W. VA.	BKV	PI	Clifford 2-2314	100	100	C	C	CVG		No Service Available	
BEEVILLE, TEX.	BVB	TT	FL-8-4727	150	150	C				No Service Available	
BELLEFONTAINE, PA.	BFB	See Phillipsburg, Pa.									
BELLINGHAM, WASH.	BLL	Regent 4-4800						AC		No Service Available	
BELOIT, WIS.	BVL	NO	Theron 5-3473	200	200	C	C			No Service Available	
BEMIDJIE, MINN.	BMJ	NO	Plaza 1-5009	200	200	C	C			No Service Available	
BEND, ORE.	BDM	WA	Lincoln 8-2118	150	150	C	C	FDK		No Service Available	
BENTON HARBOR, MICH.	BEN	NO	WA 7-3118	200	200	C	C			No Service Available	
BERLIN, N. H.	BRL	NE Seasonal	Hillan 2011.	200	200	A		LBN			
BERNARD, N. Y.	BDA	FAA	9991.	200	200			A			
		FAA	1055.	600	600			A			
BETHLEHEM, PA.	ABE	See Allentown, Pa.									
BIG SPRING, TEX.	BGS	CO	AMhurst 4-8971	200	200	C	C	JAT		.40	1.00
BILLINGS, MONT.	BIL	FL	Alpine 2-3466	200	200	A	A	OTF		.50	1.25
		WA	Alpine 2-7161	300	300	A	A	OTF		.50	1.25
		WA	Alpine 2-5161	200	200	A	A	OTF		.50	1.25
BILKIE, MISS.	---	See Gulfport, Miss.									
BINGHAMTON, N. Y.	BGM	EA	9-1544.	19.	200	C	C	SYR		.45	.95
		PT	Binghamton 9-1591	23.	1000	C	C	SYR		.50	1.00
		MD	7-1263.	19.	200	C	C	SYR		.50	1.00
		MD	9-1576.	19.	250	C	C	SYR		.50	1.00
		CA	Worth 1-6192.	22,8.	250	A	A	C		.60	1.20
		DL	LXric 2-9605	9,5,7.	400	A	A	C		.60	1.20
		EA	Worth 1-4631	8,7,19,9,10,52.	200	A	A	C		.60	1.20
		SO	Worth 1-3737	3.	100	A	A	C		.60	1.20
BISMARCK, N. D.	BIS	FL	Capital 3-2772.	3.	200	A	A	MSP		No Service Available	
		NO	Capital 3-5640.	3.	200	A	A	MSP		No Service Available	
		WA	Capital 3-7400.	4,6.	200	A	A	MSP		No Service Available	
BLOOMINGTON, ILL.	BMI	CE	5-2860.	3.	200	C				.45	1.25
BLOOMINGTON, IND.	BMD	LC	Valley 5-2611	200	200	C				.50	1.00
BLUEFIELD, W. VA.	BIF	PI	Davenport 7-6141.	3.	100	C		INT		.50	1.00
BLYNIE, CALIF.	BIM	DL	54.	3.	200	C	C	SAN		No Service Available	
BOALISIA, LA.	BKA	SO	Regent 5-4345	3.	100					No Service Available	
BOISE, IDA.	BOI	WA	Boise 3-2521	5,6,10.	150	A	A	SFO		.40	1.00
		MC	Boise 2-3661.	3.	150	A	A	QED		.40	.85
BORGER, TEX.	BGD	CN	Broadway 3-2818	3.	200	C	A	DAL		No Service Available	
BOSTON, MASS.	BOS	AA	Liberty 2-5470.	9,5,15,10,52,508.	6000	A	A	AC		.75	1.50
		AFT	Hubbard 2-2025.	3.	250						
		AL	Lagan 7-6108.	9.	200	A	A	AC		.70	1.40
		AF	Copley 7-5350	7.	200	A	A	AC		.70	1.40
		AZ	Hancock 6-2373.	10.	440	A	A	AC		.70	1.40
		BA	11,8.	1100	1100	A	A	AC		.70	1.40
		BOAC		220	220						
		BT	Lagan 7-6444.	8,7,19,10,52.	200	A	A	AC		.55	1.25
		FT	Lagan 7-6161.	23.	10000	A	A	AC		.55	1.25
		MD	E. Boston 7-6600.	9,3.	200	A	A	AC		.75	1.50
		NA	Lagan 7-7600.	9,5,6,52.	400	A	A	AC		.75	1.50
		NE	Lagan 7-8300.	3,6,22.	200	A	A	AC		.70	1.50
		FAA	W 2-1747	6,10,50.	600	A	A	AC		.70	1.40
		TC	Liberty 2-6070.	22A.	200	A	A	AC		.70	1.40
		TV	Copley 7-7225	8,19.	400	A	A	AC		.75	1.50
		UA	Lagan 7-4500.	5,10,6,15.	6000	A	A	AC		.75	1.50
BOULDER CITY, NEV.	BID	See Las Vegas, Nev.									
BOULING GREEN, KY.	BWG	EA	VI-2-1601	19,9.	200	A	A	BMA		.75	.50
BOZEMAN, MONT.	BZN	WA	Juniper 6-6026.	4.	200	C	C	OTF		No Service Available	
BRADENTON, FLA.	BRA	See Sarasota, Fla.									
BRADFORD, PA.	BFD	AL	2-3551.	3,19.	200	C				.55	1.50
BRADY, TEX.	BBD	TT	2110.	3.	200	C	C			No Service Available	
BRANDED, MINN.	BBD	MC	5931.	3.	200	C	C			No Service Available	
BRANDON, MAN.	BYR	TC	5328.	3.	200	C	C	C		.50	1.00
BRECKENRIDGE, TEX.	BKD	AL	8-0421	9,19.	150	A		C		.60	1.35
BRIDGEPORT, CONN.	BDR										
BRISTOL, VA.	TRI	CA	South 2510.	3.	150	C	C	INT		.50	1.10
		PI	South 4-2123.	3.	100	C	C	INT		.50	1.10
		SO	South 2-2721	3.	200	C	C	INT		.50	1.10
BROOKINGS, S. D.	BKX	NO	Wright 2-2721	3.	200	C	C	OMA		No Service Available	
BROWNVILLE, TEX.	BNO	BN	Lincoln 2-7431.	9.	200	A	A	AC		.75	.75
		EA	Lincoln 6-1694.	9.	200	A	A	AC		.75	.75
		FAA	2-3360.	6.	500	A	A	AC		.75	.75
BROWNWOOD, TEX.	BWD	TT	6882.	3.	200	C				No Service Available	
BRUNSWICK, GA.	BSS	DL	107.	3.	200	C	C	DAL		.40	.85
BRYAN, TEX.	CLL	CO	VI-6-4789	3.	200	C	C	SAT		.55	1.10
BUFFALO, N. Y.	BUF	AA	6007.	9,5,15,10,52.	6000	A	C	AC		.50	1.65
		AL	Spring 4800	3.	150	A	C	AC		.50	1.65
		CA	Flax 2240.	3.	250	A	C	AC		.50	1.65
		PT	Flax 3071.	Served through CLE/ROM	10000	A	C	AC		.50	1.65
		LC	Spring 8282	3.	200	A	C	AC		.50	1.65
		MO	Flax 3000.	9,3.	200	A	C	AC		.50	1.65
BURBANK, CALIF.	BUR	See Los Angeles, Calif.									
BURLEY, IDA.	BTI	WA	Richard 8-7402.	3.	150	A	A	OTF		No Service Available	
BURLINGTON, IOWA.	BRL	OZ	Flax 2-4262.	3,54.	200	A	C	PIA		.50	1.50
BURLINGTON, VT.	BTY	EA	4-6814.	7,8,19.	200	A	C	AC		No Service Available	
		NE	4-5745.	3.	200	A	C	AC		No Service Available	
BURNS, ORE.	BWO	MC	5101.	3.	200	A	C	OTF		.55	1.35
BUTTE, MONT.	BTM	WA	6489.	9.	200	A	A	OTF		.55	1.35
		WA	6555.	9.	200	A	A	OTF		.55	1.35
CALGARY, ALTA.	YTC	TC	Amherst 9-1381.	3,7A,13,22A,12.	200	C	C	C		.50	1.00
		CP	Amherst 2-4970.	9.	200	C	C	C		.50	1.00
CAMBRIDGE, MD.	ESM	See Boston, Md.									
CAMDEN, ARK.	CNM	TT	TS-6-5784	3.	150	C				No Service Available	
CAMDEN, N. J.	PAL	See Philadelphia, Pa.									
CANTON, OHIO	CAN	See Akron, Ohio.									
CAPE GIRARDEAU, MO.	COI	CE Suspended	5-6064.	3,54.	200	C	A	STL			

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CAPE MAY, N. J.	WVD	AL (Seasonal)									
CARLSBAD, N. H.	CNM	CO	Tulzedo 5-2992	3	200			ELP		No Service Available	
CASPER, WYO.	CPR	FL	2-7135	3	200	C	C	DEN		.50	1.35
		WA	3-3777	9	200	C	C	DEN		.55	1.35
CASTLEBAR, B. C.	YCG	CP		9	200	C	C				
CEDAR CITY, UTAH	CDC	EL	Uhliper 6-9741	3,54	200	C	C	LAX		No Service Available	
CEDAR RAPIDS, IOWA	CID	OE	Empire 4-2481	9,6,5	200	C	C	OMA	G	.55	1.10
		OZ	Empire 2-1103	3,54	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL	HE-2-2055	3	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CMI	OE	6-7271	3,54	200		A			.65	1.25
CHARLESTON, ILL.	CHS	DL	4-2567	9	300	A	C			.75	1.50
CHARLESTON, S. C.	CHS	EA	4-3311	19,9,10	200	A	C	C		.75	1.50
		NA	Sherwood 4-2556	9	400	A	C	C		.75	1.50
CHARLESTON, W. VA.	CHW	AA	Dickens 6-6204	9	500	A	A	CVG	G	.55	1.45
		EA	Dickens 6-0308	19,7,9	200	A	A	CVG		.55	1.45
		FI	Dickens 6-0691	3	100	A	A	CVG		.55	1.45
CHARLOTTE, N. C.	CIT	CA	Express 9-0773	3,22	150	A	A	INT	G	.50	1.25
		EA	Express 9-0487	9,8,1	4000	A	A	INT		.50	1.25
		FI	Express 9-3331	8,7,19,9,10,52	500	A	A	INT		.50	1.25
		PT	Express 9-3771	3	100	A	A	INT		.50	1.25
		SO	Express 9-7476	3	100	A	A	INT		.50	1.25
CHARLOTTETOWN	YYQ	MAK	7361	1,3,4	500	A	A				
CHARLOTTESVILLE, VA.	CHO	PT	3-5158	3	100	C	C	DCA		.70	1.40
CHATTANOOGA, TENN.	CHA	WA	WA-2-3701	3	200	A	C		G	.65	1.30
		CA	9-1103	22,8	250	C	C			.65	1.30
		DL	MA-2-8336	9,3	400	C	C			.65	1.30
CHEROKEE, MICH.	PLH	EA	MA-9-6101	19,9,7,10,52	200	C	C			.65	1.30
CHETENNE, WYO.	CYS	UA	1499	3,4	150	C				.35	.75
		FI	2-0251	3	200	A	C	DEN		.60	1.25
		WA	7-7722	9	200	A	C	DEN		.60	1.25
		WA	8-8916	6	200	A	C	DEN		.60	1.25
CHICAGO, ILL.											
Midway Airport	MDW	AA	Reliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AF	State 1-1250	7	200	A	A	AC		.70	1.75
		BN	Portsmouth 7-5028	5,9,10,52,1	2000	A	A	AC		.70	1.75
		CA	Portsmouth 7-2266	3,4,22	250	A	A	AC		.70	1.75
		CWA				A	A	AC		.70	1.75
		CO	Gladstone 5-4310	10,22	500	A	A	AC		.70	1.75
		DL	Portsmouth 7-1900	9,5,10,1-A	6000	A	A	AC		.70	1.75
		EA	Lidlow 1-0780	10,7,19,52,9,23	4000	A	A	AC		.70	1.75
		PT	Portsmouth 7-8200	23	10000	A	A	AC		.70	1.75
		LC	Portsmouth 7-7180	3	200	A	A	AC		.70	1.75
		LB	Amesbury 3-6870	3	200	A	A	AC		.70	1.75
		NO	Lidlow 5-1020	3,9	200	A	A	AC		.70	1.75
		NW	Randolph 6-9562	11,10,4,6,52,2	2000	A	A	AC		.70	1.75
		OZ	Lidlow 5-1952	3,54	200	A	A	AC		.70	1.75
		RD	Lidlow 2-4040		10000	A	A	AC		.70	1.75
		TC	Randolph 6-1644	22A	400	A	A	AC		.70	1.75
		TV	Dearborn 2-7666	8,7,19,23	4000	A	A	AC		.70	1.75
		WA	Portsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		1.00	2.00
O'HARE FIELD	ORD	AA	Gladstone 5-4308	9,5,50A	6000	C	A	C	G	.70	1.75
		BA	Dearborn 2-7744	10	1100	C	A	C		.70	1.75
		BN	Gladstone 5-4310	5,9,10,52,1,50A	500	C	A	C		.70	1.75
		CO	Portsmouth 7-2266	3,4,22	250	C	A	C		.70	1.75
		DL	National 5-5645	50	500	C	A	C		.70	1.75
		EA	National 5-6502	9,53	400	A	A	C		.70	1.75
		NO	Reliance 5-2211	7,10,19,53,52	200	C	A	C		.70	1.75
		NW	Lidlow 5-1020		200	C	A	C		.70	1.75
		PA	Dearborn 2-4900	6	200	C	A	C		.70	1.75
		TV	Dearborn 2-7666	8,19,50	400	C	A	C		.70	1.75
		WA	Portsmouth 7-5100	9,5,10,6,53	400	C	A	C		1.00	2.00
CHICO, CALIF.	CTC	PC	Firewise 2-3007	3,19	200	C	C	SFO		No Service Available	
CHISWOLD, MINN.	CHS	See Hibbing, Minn.									
CINCINNATI, OHIO	CVG	AA	Dixie 1-5600	9,5,10,15,52	6000	C	C	C	G	.65	1.60
		AK (Service Suspended)									
		DL	Dixie 1-3884	9,1-A,3,5,10,19	6000	C	C	C		.65	1.60
		EA	Dixie 1-4300	7,52	200	C	C	C	G	.65	1.60
		LC	Dixie 1-4450	3	200	C	C	C	G	.65	1.60
		PT	Garfield 1-1315	3	100	C	C	C		.65	1.60
		RD (Service Suspended)									
		TV	Dixie 8976	8,19	400	C	C	C		.65	1.60
CLARKSBURG, W. VA.	CKB	CA	Victor 2-3531	3	150	C	C	FTT		.70	1.40
CLARKSTON, WASH.	CMS	See Lewiston, Idaho								No Service Available	
CLARKSVILLE, TENN.	CKV	DL	Idlewood 5-5188	3,54	200					No Service Available	
CLEARFIELD, PA.	PSB	See Philadelphia, Pa.									
CLEARWATER, FLA.	PTE	See St. Petersburg, Fla.									
CLEVELAND, OHIO	CEB	AA	Overland 1-5421	9,5,10	600	A	A	AC	G	.85	1.95
		AL	Over 2-0216	3,19	150	A	A	AC		.85	1.95
		AK (Service Suspended)									
		CA	Clearwater 1-0913	6,5,22	250	A	A	AC		.85	1.95
		EA	Clearwater 1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
		FT	Winton 1-5777	23	10000	A	A	AC		.85	1.95
		LC	Clearwater 2-5090	3	200	A	A	AC		.85	1.95
		NW	Winton 1-2442	6	200	A	A	AC		.85	1.95
		RD	Clearwater 2-4270	3	6000	A	A	AC		.85	1.95
		TC	Superior 1-5595	22A	200	A	A	AC		.85	1.95
		TV	Winton 1-9700	8,19	400	A	A	AC		.85	1.95
		UA	Clearwater 1-5200	9,5,15,6,10	6000	A	A	AC		.85	1.95
CLIFTON, ARIZ.	CPT	See Safford, Ariz.									
CLINTON, IOWA	CWI	OE	Chapel 3-2122	3,54	200	C				No Service Available	
CLINTONVILLE, WISC.	CLI	NO	Valley 3-2210	3	200	C	C			No Service Available	
CLOWY, N. H.	CYS	CO	Porter 3-6212	22	200	C	C	ELP		.40	.85
CODY, WYO.	COD	LC						OFF		No Service Available	
COTUI D'ALENE, IDA.	COE	WC	McNaw 4-5313	3	150	C	C	GMB		No Service Available	
COLLEGE STATION, TEX.	CLL	See Bryan, Tex.								No Service Available	
COLORADO SPRINGS, COLO.	COS	BN	Melrose 4-6321	9,52	200	A	C	DEN	G	No Service Available	
		CH	Melrose 3-1586	3	200	A	C	DEN	G	No Service Available	
		CO	Melrose 3-4688	3,22,10	200	A	C	DEN		No Service Available	
		CE	Gibson 3-4173	3	200	A				No Service Available	
		DL	4-3186	9,3	400	C	C	ATL	G	.50	1.10
		EA	6-1603	19	200	A	C	ATL		.50	1.10
		DL	Fairfax 7-7456	9,3	400	C	A	ATL	G	.50	1.00
		EA	Fairfax 7-2625	19,9	200	A	A	ATL		.50	1.00
		SD	Fairfax 4-2493	3	200	C	A	ATL		.50	1.00
COLUMBUS, MISS.	UBS	SO	Fairfax 8-4900	3	100					No Service Available	
COLUMBUS, OHIO	CMH	AA	Belmont 1-8277	9,5	600	A	C	C	G	.70	1.75
		AK (Service Suspended)									
		DL	Belmont 1-4529	8,9,10,8	200	A	C	C		.70	1.75
		LC	Belmont 7-5431	3	200	A	C	C		.70	1.75
		PI	Belmont 7-2585	3	100	A	C	C	G	.70	1.75
		RD (Service Suspended)									
		TV	Capital 1-8866	8,19,23	1500	A				.70	1.75
		UA	Belmont 7-3711	5,6	200	A	C	C		.70	1.75

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Plane	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CONCORD, N. H.	CON	NE	Capital 5-9531.	3	200	A	A	JMH		No Service Available	
COOS BAY, ORE.	OTH	See North Bend, Ore.								No Service Available	
CORBIN, KY.	LOE	See London, Ky.									
CORONA, ALASKA	OW	PN	See Elkins, N. Y.	15.	4,8					1.00	1.00
CORVADO, N. Y.	ELM	LA			200				G		
CORONA, CALIF.	OW	BN	TU-3-8431	9,32	500					.50	1.00
CORPUS CHRISTI, TEX.	CRP	EA	TU-4-0331	19,9	200	A	A	C		.50	1.00
		TT	TU-2-7458	3	150	A	A	C		.50	1.00
CORTES, COLO.	CEZ	FL	Logan 5-3423.	3	200	C		DEM		No Service Available	
CORVALLIS, ORE.	CVO	See Albany, Ore.									
CRANBROOK, B. C.	YEC	CP	JU-6-4844	9	100	C	C			.25	.60
CRESCENT CITY, CALIF.	CRC	PC	2771.	3,19.	200	C	C	OTH		No Service Available	
CUT BANK, MONT.	CTB	WC	WE-8-4163	3	150	C	C	A		.35	.75
DALLAS, TEX.	DAL	AA	Fleetwood 7-7391.	9,5,15,10,52,50A.	10000	A	A	C	G	.45	1.25
		BN	Fleetwood 1-5522.	52,5,9,7,10,50A	2000	A	A	C		.45	1.25
		CO	Fleetwood 2-5601.	9,3	200	A	A	C		.45	1.25
		CH	Fleetwood 2-2609.	3	200	A	A	C		.45	1.25
		DI	Fleetwood 2-2631.	1-8,5,10,8,53,15,22	6000	A	A	C		.45	1.25
		TT	Fleetwood 1-5334.	3	150	A	A	C		.45	1.25
DANVILLE, ILL.	DNV	LC	Hickory 6-4727.	3	200	C					
		CE	2711.	3,54.	200					.60	1.25
DANVILLE, VA.	DAN	PT	7640.	19.	200	C	C	HIC	G	.55	1.10
		PT	SM-2-8371	3	100	C	C	HIC		.25	1.10
DAYTON, OHIO	DAY	See Dayton, Ill.									
		CP	CFA	3	200		C	C		.25	.60
		AA	55.	6,9	200	C	C	C		.25	.60
		DL	Twin Oaks 8-5511.	9	200	C	A	C	G	.60	1.45
		LC	Twin Oaks 8-5857.	3	200	C	A	C		.60	1.45
		TV	HE-4053	3,8,7,19.	400	C	A	C		.60	1.45
		UA	TV-8-3692	5,6	200	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	NA	Clinton 3-6341.	19,9,6,7,10	200	A	A	JAX	G	.70	1.50
		SO	Clinton 2-0566	9	200	A	A	JAX		.70	1.50
		CE	Elgin 3-2690.	3	100					No Service Available	
		CE	3-7741.	3,54.	200					.45	1.10
DECATUR, ALA.	DCU	BN	East 2-7761	5,9,10,52	500	A	A	C	G	.45	1.30
DECATUR, ILL.	DEC	CH	East 2-4228	3	200	A	A	C		.55	1.30
DECATUR, ILL.	DEC	CO	East 2-7771	3,5,10,22,30.	200	A	A	C		.55	1.30
DECATUR, ILL.	DEC	FL	Florida 5-3515.	3,9	200	A	A	C		.55	1.30
DECATUR, ILL.	DEC	UA	Dunley 8-1606	8,7	250	A	A	C		.55	1.30
DECATUR, ILL.	DEC	WA	Dexter 3-7791	9,5,15,6,10	6000	A	A	C		.65	1.30
DECATUR, ILL.	DEC	WA	East 2-1833	6	200	A	A	C		.55	1.30
DEERFIELD, ILL.	DFI	TT								No Service Available	
DES MOINES, IOWA	DMH	BN	CH-3-0711	9	500	A	A	OMA	G	.45	1.00
		UA	Atlantic 8-3654	3,54.	200	A	A	OMA		.45	1.00
		UA	Atlantic 8-6711	9,6,10.	300	A	A	OMA		.55	1.25
DETROIT, MICH.	DET	AA	Service suspended.								
		LC	Woodward 3-8900	3,4,8,22.	250	A	A	AC		.65	1.75
		EA	Logan 3-8400.	9,7,10,19,52.	200	A	A	AC		.65	1.75
		LC	Hunter 2-6481	3	200	A	A	AC		.65	1.75
		MO	Hunter 3-3410	9,3	200	A	A	AC		.65	1.75
		NO	Hunter 2-0620	3,9	200	A	A	AC		.65	1.75
		UA	Woodward 2-7272	8,19,7,50	400	A	A	AC		.65	1.75
		TV	Hunter 3-3440	5,15,10	6000	A	A	AC		.75	1.85
DETROIT (Metropolitan-Wayne County)	DET	AA	Hunter 2-6890	9,5,15,10,52.	6000	A	A	C	G	.65	1.75
		AL	Whitney 1-2900.	3,19.	150	A	A	AC		.65	1.75
		BOAC	Woodward 3-3435		400	A	A	AC	G	.60	1.45
		DL	Chestwood 4-1500.	53,5,9.	200	A	A	AC		.65	1.75
		PT	Logan 2-9520.	23.	10000	C	A	AC		.65	1.75
		NV	Logan 2-7110.	11,6,10,15A,2	2000	A	A	AC		.65	1.75
		PA	Woodward 3-0800	50.	600	A	A	AC		.60	1.55
		NO	Chestwood 8-1300.	1	6000	C	A	AC		.65	1.75
DEVILS LAKE, N. D.	DVL	NO	McNeak 2-5721	3	200	C	C			No Service Available	
DICKINSON, N. D.	DIK	FL	5372.	3	200	A	C	GPK		No Service Available	
DISHMANT, CALIF.	DIC	LX		20.	200						
DODGE CITY, KAN.	DDH	CO	Hunter 3-3321	3	200	C	A	MC	G	.65	1.25
DOTHAN, ALA.	DOH	RA	5-1200.	19,9.	200	A	A	PPH	G	.40	.85
DOUGLAS, ARIZ.	DUG	SO	Wheeler 2-8779	3	150	A	PN			.40	.85
DOUGLAS, WYO.	DOW	AA	Empire 4-3437	5	250	C	C	AC	G	.25	.75
DOVER, OHIO	DMD	LC	See Casper, Wyo.								
			New Philadelphia 4-2729.	3	200						
DUBOIS, PA.	DDB	AL	Davis 8-2600.	3,19.	150	C		PHL		No Service Available	
DUBUQUE, IOWA	DBQ	CE	3-9441.	3,54.	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO	Randolph 2-6633	3,9.	200	C	C			.70	1.50
DUNCAN, ORE.	DUC	CH	Alpine 5-5800	3	200	A	C	DAL		.50	1.00
DURHAM, COLO.	DUR	FL	Cherry 7-2399	3,9	200	C	C	DEM		No Service Available	
DURHAM, N. C.	DRH	RA	3-9241.	7,8,19.	200	C	A			.70	1.50
		PI	91981	3	100	C	C	RED-R	G		
		TC	22A	200	200	C	C			No Service Available	
EARLTON, ONT.	EAT	See Allentown, Pa.								No Service Available	
EAU CLAIRE, WISC.	EAC	NO	Thompson 4-1244	3,9	200	A	C			No Service Available	
EDINBURG, TEX.	EDN	TT	MO-6-3707	150	150	C				No Service Available	
EDMONTON, ALTA.	EDM	TC	20131	13,3,12,22A,7A.	200	C	C	C		.50	1.00
		NW	55-2120	6	200	C	C	C		.50	1.00
		WA	Glendale 5-4197	8	200	C	C	C		.50	1.00
		CP	554171.	1,3,9	1000	C	C	C		.50	1.00
ELGIN AIR FORCE BASE.	EBS	SO	25111	3	200					.75	1.50
EL CENTRO, CALIF.	ECL	BL	Hign 2-4218.	3,54.	200	C		SM		No Service Available	
EL DORADO, ARK.	ELD	TT	UM-3-7273	3	150	C		PM		No Service Available	
ELIZABETH CITY, N. C.	EZO	NO	1296.	3	150	C	C			.40	1.00
ELKINS, N. VA.	EKN	AA	1100.	9	250	C		PTT		No Service Available	
ELKO, NEV.	EKO	UA	Republic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N. Y.	ELM	CA	9-3686.	3	150	C	C	STR	G	.40	1.10
		MO	9-3686.	3	200	C	C	STR		.40	1.10
EL PASO, TEX.	ELP	CO	Prospect 8-3301	5,10,52	600	A	C	G		.35	1.10
		CO	Prospect 8-1991	1,5,6,22,10	400	A	C	AC		.35	1.10
		TT	3-1233.	3	150	A	C	AC		.35	1.10
ELY, NEV.	ELY	UA	Amhurst 4-4478.	9	200	C	A	SFO		No Service Available	
EMID, ORE.	EMO	CH	Adams 4-5474.	3	200	C	C	MC		No Service Available	
EMMETS, MICH.	EMM	WC	Stinson 4-2522.	15,15.	150	C	A	GMS		No Service Available	
EMERY, PA.	EMR	AL	3-1617.	3,19.	150	C	A	C	G	.40	1.10
		CA	3-1129.	3	250	C	A	C		.40	1.10
		LC	Temple 8-2034	3	200	C	A	C		.40	1.10
		MO	3-7754.	9	200	C	A	C		.40	1.10
ESCAMABA, MICH.	ESC	WC	State 6-1362.	3	150	A	A	C		No Service Available	
ETOWAH, ORE.	ETO	UA	Diamond 4-4221.	9	300	A	A	OTH	G	.45	.95
		WC	Diamond 5-8506.	3	150	A	A	OTH		.45	.95
EUREKA, CALIF.	ACV	PC	Thruway 9-1521.	3,19.	200	C	C	C		No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
EVANSVILLE, IND.	EVV	DL	Harrison 4-4771	9,3	300	A	A	C	G	.55	1.60
FAIRBANKS, ALASKA	FAI	EA	Harrison 2-7880	9,19,10	200	A	A	C		.55	1.60
		ASA	4220	3,5	1000					1.00	2.00
		NO									
		PA	3262	11,50	600						
FAIRMONT, MINN.	FRM	CP	2198	3	200			MSP		No Service Available	
FALL RIVER, MASS.	FRV	See New Bedford, Mass.									
FARGO, N. D.	FAR	NO	Adams 2-3234	3	200	A	A	MSP		No Service Available	
		NW	5-4277	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N. H.	FRM	CH	Davis 5-0681	3,9	200	C				No Service Available	
FAYETTEVILLE, ARK. . . .	FTH	CH	Hillcrest 2-7306	3	200	C	A	MIC		.45	1.00
FAYETTEVILLE, N. C. . . .	FAY	NA	Hemlock 2-8157	9	200	C	A	RDV	G	.55	1.00
		PT	Healock 2-4171	3	100	A	A	RDV		.55	1.00
FITCHBURG, MASS.	FTT	NE	2-6785	3	200	A	C	OHV		No Service Available	
FLAGSTAFF, ARIZ.	FLO	FL	Prospect 4-7273	3,54	200	C		DUG		No Service Available	
		FL	Prospect 4-6601	3	200	C		DUG		No Service Available	
FLINT, MICH.	FNT	CA	Cedar 5-4037	3,4,22	250	C		YIP		.50	1.50
FLORENCE, ALA.	FSL	See Sheffield, Ala.							G		
FLORENCE, S. C.	FLO	EA	5255	19	200	C	A	CHS	G	.75	.75
FORTANA, CALIF.	FTN				200					No Service Available	
FORTSMITH, P. Q.	FTF	CP	1,3,6,9	400						No Service Available	
FORT CAMPBELL, KY.	FCB	See Clarksville, Tenn.									
FORT DODGE, IOWA	FOD	CE	5-0431	3,54	200					No Service Available	
FORT GOOD HOPE, N.W.T. . .	FGL	CP		1,3,6,9	200					No Service Available	
FORT LAUDERDALE, FLA. . . .	FLL	EA	Jackson 4-8631	3	200						
		EA	Jackson 3-8546	2	200	C	A	MLA	A	.80	1.60
		NA	Jackson 4-2503	6	200	C	A	AC		.80	1.60
		NW	Jackson 2-1486	52	200	C	A	AC		.80	1.60
FORT MYERS, FLA.	FMY	NA	Edison 5-9111	9,6	200	C	C	TPA		.50	1.00
		ED	Edison 2-8361							.50	1.00
FORT NELSON, B. C.	FTN	CP		6,9	200		C	C		No Service Available	
FORT PIERCE, FLA.	FPR	RD-Demand service	Vero Beach 2345		6000					No Service Available	
FORT RILEY, KAN.	FRK	See Manhattan, Kan.									
FORT SILL, OKLA.	LAW	See Lawton, Okla.									
FORT SMITH, ARK.	FSM	CH	Shuast 3-9171	9	200	A	A	MEM		.40	.85
		CH	Shuast 2-3004	3	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX.	FST	TT	157	3	150	C		ELP		No Service Available	
FORT ST. JOHN, B. C.	FSJ	CP	117	6,9	200		C		G		
FORT WAYNE, IND.	FWA	TT	Harrison 3352	3,9	200						
		TT	Harrison 2204	19	400	A	C	TOL		.75	1.50
		UC	Sherwood 3133	9,6	300	A	C	TOL		.75	1.50
FORT WILLIAM, ONT.	YQT	TA	2-0641	22A	200	C	C	C		.50	1.00
FORT WORTH, TEX.	ACF	AA	Atlas 4-2551	9,5,10,50A,52	600	A	A	DAL	G	.55	1.35
		BA	Atlas 4-3261	9,5	200	A	DAL	DAL		.55	1.35
		CO	Atlas 4-3561	3,22	200	A	A	DAL		.55	1.35
		DL	Atlas 4-2971	3	200	A	A	DAL		.55	1.35
		TT	Atlas 4-6611	9,3,5,10,53A	400	A	A	DAL		.55	1.35
		TT	Atlas 4-3465	3	150	A	A	DAL		.55	1.35
FRANKLIN, PA.	FKL	AL	Idlewood 2-3125	3	150	C				.50	1.50
FREDERICTON, N. B.	YFC	TC	6613	22A	200	C	A	C		.50	1.00
FRESNO, CALIF.	FAT	TV	Adams 7-6174	8	250	A	A	SFO	G	.60	1.50
		UA	Clinton 1-5522	9	200	A	C	SFO		.60	1.50
FRUITER BAY.	FUL	MAR		1,3,4	100						
FULLETON, CALIF.	FUL	LA		20	200						
GADSDEN, ALA.	GAD	SO	LI-6-5285	3	100					.70	1.40
GAINESVILLE, FLA.	GNV	FR	2-0481	19	20	A	C	JAX		.50	1.00
GALLUP, N. M.	GUP	FL	Union 3-3312	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLS	TT	5-0662	3	150					No Service Available	
GAMBELL, ALASKA	GAM	AS		500							
GANDER, Nfld.	YQK	PA	723	10	600	C	C	A		No Service Available	
		KIM		10	100	C	C	A		No Service Available	
		MAR	935	3,1,4	500	A	C	A		No Service Available	
		SK		19	200	C	C	A		No Service Available	
		SM		723	6	600	C	C	A	No Service Available	
		TC		913	13,7A,22A	200	C	C	A	.35	.75
		TL		713	8,7	250	C	C	A	No Service Available	
GARDEN CITY, KAN.	GCK	CO	Bridge 6-5132	3	200	C	C	DEN		No Service Available	
GLADEWATER, TEX.	GGO	See Longview, Tex.									
GLASGOW, MONT.	GOW	FL	Academy 8-2446	3	200	C	C	GTF		No Service Available	
GLENDIVE, MONT.	GND	FL	Empire 5-3146	3	200	A	A	GTF		No Service Available	
GLENS FALLS, N. Y.	GFL	EA	3-2527	19,8	200	C	C	ALB		No Service Available	
		TC	2-1184	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YTR	TC	TCA	13	200					No Service Available	
GRAND CANYON, ARIZ.	GJC	MAR	6-2121							No Service Available	
GRAND FORKS, N. D.	GFK	BL	Valle 3	3	200					No Service Available	
		NW	4-4629	3	200	C	A	A		No Service Available	
		NO	2-1711	3	200	A	A	A		No Service Available	
GRAND ISLAND, NEB.	GRI	FL	DU-2-2750	3,9	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO. . . .	GJT	FL	Chapel 2-5879	3,9	200	C		DEN		.75	1.00
		UA	Chapel 3-3112	6	200	C		DEN		.75	1.00
GRANDE PRAIRIE, ALTA. . . .	YQU	CP	2031	9	200	C	C			No Service Available	
GRAND RAPIDS, MICH.	GRR	CR	Cherry 3-0108	3,4,22	250	A	A	MKG	G	.55	1.35
		FT	Cherry 1-2221	Served through DTW						.65	1.25
		LC	Cherry 1-4477	3	200	A	A	MKG		.55	1.35
		CO	Cherry 1-2441	3	200	A	A	MKG		.55	1.35
GREAT BEND, KAN.	GBD	NO	Gladstone 3-4776	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	NW	Glendale 3-6501	6,11	300	A	A	AC	G	.55	1.00
		FL	Glendale 3-4844	3	200	A	A	AC		.55	1.00
		WA	Glendale 3-4355	6,9	200	A	A	AC		.55	1.00
		WC	Glendale 4-1396	3	150	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO	Hemlock 5-5366	3,9	200	C	C	G		.60	1.35
GREENSBORO, N. C.	GSD	EA	Broadway 3-8646	3,22	150	C	A	INT	G	.75	1.50
		CA	Broadway 5-6688	19,8,7	200	C	A	INT		.75	1.50
		PI	CT-9-2141	3	100	C	A	INT		.75	1.50
GREENVILLE, MISS.	GLH	SO	2-2612	3	100	C				No Service Available	
GREENVILLE, S. C.	GRL	SO	Cedar 3-8211	3	100	C		ATL	G	.40	.85
		EA	9-1061	19,9,8,32,7	200	A	A	ATL		.40	.85
		SO	Cedar 3-0173	3	100					.40	.85
GREENWOOD, MISS.	GRW	SO	Gladstone 3-1623	3	100	A	A	MEM		No Service Available	
GREENWOOD, S. C.	GRD	SO	9-3191	3	100					No Service Available	
GREYSBURY, WYO.	GEY	See Worland, Wyo.									
GRINDSTONE		MAR		1,3,4	500						
GULFPORT, MISS.	GPT	NA	University 4-1554	17	100	C	C	C	G	.55	1.10
		SO	University 4-2323	3	100	C	C	C		.55	1.10
GUTHRIE, OKLA.	GUT	CR	972	3	200					No Service Available	
GUNNISON, COLO.	GUC	FL	45	3	200			DEN		No Service Available	
HAGERSTOWN, MD.	HXR	AL	Regent 3-6700	3,19	150	C			G	.50	.75
HALIFAX, N. S.	YFX	TC	2-7411	13,22A	200	C	C	C		.50	1.00
		MAR	6-2306	3,1,4	500	A	A	A			
HAMILTON, ONT.	YYZ	TC								1.10	2.00
HANFORD, VA.	HIF	See Newport News, Va.									
HANCOCK, MICH.	HNC	See Houghton, Mich.									
HANNIBAL, MO.	HNN	See Quincy, Ill.									
HARLINGEN, TEX.	HRL	TT	QA 3-4200	3	150			SAT		.50	1.00

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
HARRISBURG, PA.	HAR	AL	CEdar 8-9426.	3,19.	150	A	C	BAL	G	.40	1.35
		CA	CEdar 6-7995.	3.	150	A	C	BAL	G	.40	1.35
		TW	CEdar 4-3136.	19.	400	A	C	BAL	G	.40	1.35
HARRISON, ARK.	HRO	CN	Bpfire 5-5475.	3.	200			SFL		No Service Available	
HARRISBURG, VA.	SED	AA	Wayne 6-2761.	3.	200			DEA		.70	1.40
HARTFORD, CONN.	HOL	RA	Jackson 2-6193.	9,15,5,52	3000	A	C	C	G	No Service Available	
		EA	Jackson 2-1894.	19,8,10,7	200	A	C	C		.65	1.25
		FT	Jackson 2-3145.	23.	10000	A	C	C		.65	1.25
		NE	National 3-4418.	3.	200	A	C	C		.65	1.25
		TW	National 3-5581.	8,19.	400	A	C	C		.65	1.25
		UA	Chapel 9-1311.	5,10,15,6	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HST	FL	2-2312.	3.	200			OMA		No Service Available	
HATTIESBURG, MISS.	HMB	SO	Juniper 2-1643.	3.	100	A	C	MSY		.50	1.00
		DL	Juniper 2-1643.	3.	200	A	C	MSY		.50	1.00
HAWTHORNE, NEV.	HHT	EL	Wilson 5-3219.	3.	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	HRY	CP	Gladstone 3-4921.	1,3,6,9	200						
		QEA		1,3,6,9							
HAZLETON, PA.	HZL	AL	Gladstone 5-4921.	3.	150					.50	1.25
HAYRE, MONT.	HVR	FL	1810.	3.	200	C	C	GTF		No Service Available	
HELENA, ARK.	HEE	TT	5-2777.	3.	200			MEM		No Service Available	
HELENA, MONT.	HLE	WA	Hickory 2-0012.	3.	200	A	A	GTF	G	.45	1.10
		WA	Hickory 2-8550.	9.	200	A	A	GTF		.45	1.10
		See Asheville, N. C.						GTF		.45	1.10
HENDERSONVILLE, N. C.	HND	See Marion, Ill.									
HEIDING, MINN.	HID	NO	Ashurst 3-7847.	3.	200					.60	1.45
HICKORY, N. C.	HIC	PT	DI-5-3285	3.	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	HGO	CA	5411.	See Greensboro, N. C.							
		PA	2-3346.	See Greensboro, N. C.							
		PI	3778.	See Greensboro, N. C.							
HOBS, N. M.	HOB	CO	Express 3-5414.	3.	200	C		ELP		.60	1.25
HOLLAND AIR FORCE.	HOL	See Alamogordo, N. M.									
HOMER, ALASKA	HOM	PN	22111.	3.	200					.75	1.00
HONOLULU, T. H.	HNL	NW	83256	6.	200			C	AC	.65	1.25
		PAA	58-221.	11,10,50.	5000			C	AC		
		JA	Honolulu 8-1811.	6,53.	200			C	C		
		HL	85911	11,10.	600			C	C		
		HL	Honolulu 8-1811.	6,10.	200			C	C		
		See Clarksville.									
HOPKINSVILLE, KY.	HOP	See Aberdeen, Wash.									
HOQUIAM, WASH.	HQH	CN	National 4-1294.	3.	200	A	C	MEM			
HOT SPRINGS, ARK.	HOT	TT	National 3-1671.	3.	200	A	C	MEM		No Service Available	
		TT	National 3-8501.	3.	150	A	C	MEM		No Service Available	
HOT SPRINGS, S. D.	HSP	FL	555	3.	200	C	C	DEM		No Service Available	
HOUGHTON, MICH.	HOU	NO	63.	3.	200	C	C	C		No Service Available	
HOUSTON, ME.	HUL	NE	2254.	3.	200	A	C	C		.35	.75
HOUSTON, TEX.	HOU	BM	Mission 9-1497.	9.	200	A	C	C		.35	1.25
		BN	Oliver 4-2686.	9,5,52.	500	A	A	C		.55	1.25
		CO	Oliver 4-8531.	5,6,3,10,22.	400	A	A	C		.55	1.25
		DL	Oliver 4-2646.	9,10,19,53.	400	A	A	C		.55	1.25
		EA	Oliver 4-2661.	9,10,7,52,23,53A.	400	A	A	C		.55	1.25
		KDM	Capitol 4-1703.	10.	550	A	A	C		.55	1.25
		NA	Oliver 4-8564.	9,5.	400	A	A	C		.55	1.25
		PAA	Capitol 3-1311.	6,2.	5000	A	A	AC		.55	1.25
		TT	Mission 9-1216.	3.	150	A	A	C		.50	1.25
HUNTINGTON, W. Va.	HUN	EA	3-1331.	3,19.	150	C	C	CVO	G	.50	1.60
		EA	3-9476.	19.	200	C	C	CVO	G	.50	1.60
		PI	GL-3-1356	3.	100	C	C	CVO	G	.50	1.60
HUNTSVILLE, ALA.	HNV	CA	Jefferson 4-4583.	3,22.	150	A	A	BMH		.40	1.35
		EA	4680.	19,9.	200	A	A	BMH		.40	1.35
		SO	Jefferson 6-6383.	3.	200					.40	1.35
HURLEY, N. M.	HUR	See Silver City, N. M.									
HURON, S. D.	HUR	WA	Elgin 2-2910.	3.	200	A	C	MSP		No Service Available	
		WA	Elgin 2-8601.	9.	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO	HS-2-4601.	22,3.	200	C	C	MEC	G	.35	1.25
HYANIS, MASS.	HYA	NE	Spring 5-1800.	3.	200	A	C	MEC		No Service Available	
IDARO FALLS, IDA.	IDA	FL	Jackson 3-4574.	3.	200	A	C	GTF	G	.45	1.10
		WC	Jackson 2-2695.	3.	150	A	C	GTF	G	.45	1.10
		WA	Jackson 2-2695.	9.	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IMP	FL	TU-2-4780	3.	200			DEM			
INDIANAPOLIS, IND.	IND	AA	Chapel 1-2843	9,5.	600	A	A	C	G	.45	1.35
		DL	Chapel 1-3333	9,3,19,5.	400	A	A	C		.45	1.35
		EA	Chapel 4-9521	9,19,7,10	200	A	A	C		.45	1.35
		LCB	Chapel 1-8201	3.	200	A	A	C			
		CG	Melrose 8-9099.	3,54.	200	A	A	C		.45	1.35
		HO (Service Suspended)									
INT'L FALLS, MINN.	INT	TW	Melrose 4-3438.	8,19,23	4000	A	A	C		.45	1.35
INTONKERN, CALIF.	INT	AT	Atlas 3-3871.	3.	200	C	C			No Service Available	
IOA CITY, IOWA	IOA	PC	8-3604.	3.	200			PA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NE	2575.	3.	200	C	C			No Service Available	
IRONWOOD, MICH.	IWO	NO	741-W	3.	200	C	C			No Service Available	
ITHACA, N. Y.	ITH	MO	3351.	9,3.	200	C	C	STR	G	.50	1.00
JACKSON, MICH.	JAX	NO	State 9-6125.	3.	200	C	C			.55	1.35
JACKSON, MISS.	JAN	DL	20866	9,3,5,8	400	A	C	MEY		.55	1.35
		SO	28899	3.	100	A	C	MEY		.55	1.35
		TT									
JACKSON, WYO.	JAC	FL	310	3.	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAK	EA	Elgin 6-0404.	5,5,8	400	A	A	C		.65	1.25
		NA	Elgin 6-5661.	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NE	Elgin 3-1586.	9,5,6,52.	400	A	A	C		.65	1.25
		WA	Elgin 5-6611.	22.	200	A	A	C		.65	1.25
		HO (Service Suspended)			6000						
JAMESTOWN, N. Y.	JJM	AL	4118.	3,19.	150	C		BUF		.50	1.35
JAMESTOWN, N. D.	JMS	NW	199	4.	200	C	A	MSP		No Service Available	
JAMESVILLE, WISC.	JVL	See Beloit, Wisc.								No Service Available	
JEFFERSON CITY, MO.	JEF	CE	6-2350.	3,54.	200	C				.35	1.10
JEFFERSON CITY, TENN.	JTH	See Bristol, Va.									
		SO (See Bristol, Va.)									
JOHNSTOWN, PA.	JST	AL	9-1144.	3,19.	150	C			G	.50	1.25
JOPLIN, MO.	JIN	AA	Mayfair 3-7085.	9.	250	A	C	MEC	G	.40	.85
		CH	Mayfair 3-2110.	3.	200	A	C	MEC		.40	.85
		ME	Mayfair 3-1817.	3.	200	A	C	MEC		.40	.85
JUNEAU, ALASKA	JNU	AS						C			
		ES						C			
		PAA	6-1400.	11.	600			C			
		PN	6-1455.	4,8,16.				C			
JUNCTION CITY, KAN.	JMK	See Manhattan, Kan.									
KALAMAZOO, MICH.	KAZ	LCB	Fireside 9-2669	3.	200					.55	1.10
		NO	Fireside 9-2646	3.	200	C	C				
KALISPELL, MONT.	KCA	WC	SE-6-5053	3.	150	C	C	GGB		No Service Available	
KANDOS, B. C.	KKA	CP	109	3.	200	C					
KANAB, UTAH	KNB	Midway 4-5001			200						
KANSAS CITY, MO.	KMC	BN	Gland 1-740.	9,1,5,22,52	2000	A	A	AC	G	.70	1.60
		CO	Gland 1-3705.	3,10,22,50.	200	A	A	AC		.70	1.60
		CL	Baltimore 1-3955.	3.	200	A	A	AC		.70	1.60
		DN	Gland 1-7613.	9,3.	200	A	A	AC		.70	1.60

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO. MKC (Concluded)	FL	VI-2-6252	3	200	A	A	C			.70	1.60
	OZ	Grand 1-6515	3,54	200	A	A	AC			.70	1.60
	TV	Grand 1-4400	8,7,19,23	4000	A	A	AC			.70	1.60
	UA	Grand 1-1133	10	200	A	A	AC			.70	1.60
KEARNEY, NEB. EAR	FL	CE-6-2981	3	200	A	DBA				.65	1.10
KENNEB, N. H. EEN	MO	1910	3	100	C	C	BOS			.65	1.10
	NE	Elwood 2-1030	3	200	C	C	BOS			.65	1.10
KELOWNA, B. C. YAK	CP	6025	3	200						.25	.85
KENAI, ALASKA ENA	FW	206	3	200						.75	1.00
KENNEDICK, WASH. PSC	See Fargo, Wash.										
KERRVILLE, TEX. ERV	TT	CL-7-4090	3	150	C		SAT			No Service Available	
KETCHIKAN, ALASKA. KTN	PAA	3131	11	600			A			No Service Available	
	IN	3138	8,16				A			No Service Available	
KEY WEST, FLA. ETV	NA	CTpress 6-5510	9	400	A	C	AC			No Service Available	
KILGORE, TEX. GOG	See Longview									No Service Available	
KIMBERLY, B. C. YXC	CP	LU-2-3511	9	200						No Service Available	
KING SALMON, ALASKA. AON	PN	4	3	200						.60	1.00
KINGMAN, ARIZ. TOM	BL	Skyline 3-3630	3	200	C	C	LAX			No Service Available	
KINGSFORD, TENN. THY	SD	See Bristol								No Service Available	
KINSTON, N. C. ISO	PI	Jackson 3-5006	3	100	C	C	RDU			No Service Available	
KITIMAT, B. C. YKI	CP	220	3,9	200			C			1.00	1.00
KLAMATH FALLS, ORE. DMT	WC	TU-4-7332	3	150	A	C	OTH			.55	1.50
KNORVILLE, TENN. TYS	CA	7-5521	3,22,8	250	C	C	CHA			.45	1.10
	DL	7-6661	9,3	400	C	C	CHA			.45	1.10
	PI	7-2571	3	100	C	C	CHA			.45	1.10
	SD		3	200	C	C	CHA			.45	1.10
KODIAK, ALASKA NKB	PN	4131	3							.75	1.00
KOKOMO, IND. OKK	LC	Gladstone 2-3202	3	200	C					No Service Available	
KOTZEBURG, ALASKA OTZ	AS	2475	3	500						No Service Available	
LACONIA, N. H. LCI	NE	4-5680	3	200	C	C	LAM			No Service Available	
LA CROSSE, WISC. LCE	LC	Riverside 3-1841	3	200	C	C				No Service Available	
LA FAYETTE, IND. LAF	EA	CE-5-8536	19,9	200	A		BTR			.55	1.10
LA FAYETTE, LA. LFT	TT	CE-4-5252	3	150	A		BTR			.55	1.10
LA GRANDE, ORE. LOD	CO (Service Suspended)	723	3	200	C	C	DEN			No Service Available	
LA JOLTA, CALIF. LJA	EA	NE-6-3656	19,9	200	A	A	C			.55	1.35
LACUNA BEACH, CALIF. LNA	TT	NE-3-8511	3	150	A	A	C			.55	1.35
LAKE CHARLES, LA. LNC	NA	Mutual 5-0691	9	200	C	C	TPA			.75	1.50
LAKELAND, FLA. LAL	RD	Mutual 3-9875								.75	1.50
LAKEVIEW, ORE. LKV	WC	WH-7-2211	3	150	C	C	FXK			No Service Available	
LAKE PLACID, N. Y. LKP	EA	167	3	200			MAL			No Service Available	
LAMAR, CALIF. LAA	See Palmdale, Calif.						DEN			No Service Available	
LAMAR, CALIF. LMS	AL	Lowell 9-0461	19	150						.55	1.35
LAND O'LAKES, WISC. LNL	Served through Rhinelander									.55	1.35
LANDER, WYO. LND	See Riverton, Wyo.									No Service Available	
LANSING, MICH. LAN	CA	Ivanhoe 5-2744	3,4,22	250	A	A	YIP			.55	1.35
	NO	Tyebos 4-7467	3	200	A	A	YIP			.55	1.35
LARAMIE, WYO. LAR	FL	Franklin 5-5656	3	200	C	C	DEN			No Service Available	
LAREDO, TEX. LRD	TT	3-3645	3	150	A	A	AC			.40	1.25
LAS VEGAS, NEV. LAS	BL	Dunley 2-8811	3,54	200	C	C	LAX			.75	1.45
	PC	Dunley 2-7306	19	200	C	C	LAX			.75	1.45
	TV	Dunley 2-0505	8,7	250	C	C	LAX			.75	1.45
	UA	Dunley 2-2100	10,5	200	C	C	LAX			.75	1.45
	WA	Dunley 2-2100	9,6	200	C	C	LAX			.75	1.45
LAUREL, MISS. LUL	SO	3440	3	100						.60	1.20
LAWRENCE, MASS. LAM	NE	Murdock 3-3141	3	200	A	C	LAM			.75	.75
LAWTON, OKLA. LAW	CO	Higin 3-4512	3	200	C	A	DAL			No Service Available	
	CN	Higin 3-4800	3	200	C		DAL			No Service Available	
LEWIS, S. D. LFL	FL	50	3	200			OTF			No Service Available	
LETHBRIDGE, ALTA. YUL	TC	FA-7-2711	3	200	C	C	C			.35	.75
LEWISTON, IDA. LWS	WC	Shawwood 3-1543	3	150	A	C	Q			No Service Available	
LEWISTON, ME. LWM	FL	3-2031	3	200	C	C	PMW			.50	1.00
LEWISTON, MONT. LWT	WC	Kyestone 8-9621	3	200	C	C	OTF			No Service Available	
LEWISTON, N.Y. LWN	DL	4-5469	9,3	250	C	C	CVO			.65	1.60
	EA	4-5795	19	200	C	C	CVO			.65	1.60
	EA	51920	3	100	C	C	CVO			.65	1.60
LIBERAL, KAN. LBL	CN	Maid 4-5671	3	200		A				No Service Available	
LIMA, OHIO LLA	LC	Capital 5-0075	3	200						.50	1.10
LINCOLN, NEB. LNK	BN	FL	3,9	200	A	C	QMA			.50	1.10
	FL	Hollock 2-5391	3,9	200	A	C	QMA			.50	1.10
	UA	Hollock 5-3771	9,6,10	250	A	A	MMW			.45	1.10
LITTLE ROCK, ARK. LIT	AA	Franklin 4-9333	3	200	A	A	MMW			.45	1.10
	BN	Franklin 2-0207	3	200	A	A	MMW			.45	1.10
	CN	Franklin 4-6418	3	200	A	A	MMW			.45	1.10
	DL	Franklin 4-2040	9	100	C	C	MMW			.45	1.10
	TT	Franklin 4-6312	3	150	C	A	MMW			.45	1.10
LOGAN, UTAH. LOU	WC	Skyline 2-5301	3	150	C	A	OTF			No Service Available	
LOGANSPOUT, IND. LOP	See Kokomo, Ind.									No Service Available	
LONDON, KY. LOZ	PI	VO 4-2250	3	100			SDV			.35	.75
LONDON, ONT. LYO	TC	2-3491	224	200	C	C	C			.50	1.00
LONG BEACH, CALIF. LGB	UA	Harrison 1-8214	9	200	A	A	LAX			.80	1.65
	WA	Harrison 1-8271	6	200	A	A	LAX			.80	1.65
LONGVIEW, TEX. LOO	TT	Michigan 3-2441	3	150	A	C	DAL			.50	1.35
LOS ANGELES, CALIF. LAX	AA	Madison 6-0201	5,15,10,90A	10000	A	A	C			.75	1.55
	AA	Spring 6-2040	3,54	200	A	A	C			.75	1.55
	CO	Oregon 8-3943	10,22,50	200	A	A	C			.75	1.55
	OMA	Madison 6-8484	5	1000	A	A	C			.75	1.55
	SE	Oregon 4-4300	10	1000	A	A	C			.75	1.55
	LK	Madison 6-8484	20	1000	A	A	C			.75	1.55
	PC	Spring 6-0440	3,19	200	A	A	C			.75	1.55
	SAS	Michigan 9441	5,6,10,9	1320	A	A	C			.75	1.55
	TV	Spring 6-2000	8,7,23,50	4000	A	A	C			.80	1.65
	UA	Spring 6-2000	9,5,6,10,15,53	6000	A	A	C			.80	1.65
	WA	Spring 6-2345	6,32	200	A	A	C			.80	1.65
(Lockheed Air Terminal)											
LOUISVILLE, KY. SDV	AA	Madison 6-0201	5,15,10	6000	A	A	C			.75	1.55
	AA	Stanley 7-3411	23	1000	A	A	C			.75	1.55
	PC	Oregon 8-1206	3,19	200	A	A	C			.75	1.55
	UA	Stanley 7-3780	5	300	A	A	C			.75	1.55
	WA	Thornwell 2-2101	6	200	A	A	C			.60	1.50
	AA	Hersman 8-1666	9,5,52	500	A	A	C			.60	1.50
	DL		5,9	200	A	A	C			.60	1.50
	EA	Hersman 8-1666	8,7,19,9	200	A	A	C			.60	1.50
	OE	Hersman 8-9955	3,54	200	A	A	C			.60	1.50
	PI	Hersman 8-3312	3	100	A	A	C			.60	1.50

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
LOUISVILLE, KY.	SPD	RD (Service Suspended)									
LOWELL, WYO.	POY	See Powell, Wyo.									
LUMBOK, TEX.	LBB	BN	3-5327	8,19.	400	A	A	C		.60	1.50
		CO	PO-5-7428	9,5,52.	200	A	A	DAL		.80	1.35
		CO	PO-3-4646	3,22.	200	A	A	DAL		.80	1.35
		CM	PO-3-9457	3	200	A	A	DAL		.80	1.35
LUFKIN, TEX.	LFX	TT	3-4521.	3	150	C		BOJ		No Service Available	
LUSK, WYO.	LSK	See Casper, Wyo.									
LYNCHBURG, VA.	LVB	PT	Victor 6-6575	3	100	C	C	RIC	G	.75	1.75
MACOM, GA.	MCN	DL	3-6731.	9,3	250	C	C	ATL	G	.50	1.35
		KA	2-8701.	19,9.	200	C	C	ATL		.50	1.35
MADISON, WISC.	MEN	NO	Cherry 4-6201	3	100	A	A	MKE		.60	1.25
		NW	Cherry 9-4816	6,4	200	A	A	MKE		.60	1.25
		OE	Cherry 9-6441	3,54.	200	A	A	MKE		.60	1.25
MAGNOLIA, ARK.	AOO	TT	711	3	150	C	C	DAL		No Service Available	
MANCHESTER, N. H.	MHT	NE	National 3-7201	3	200	C	C	ROS		No Service Available	
MANDAN, N. D.	BIS	See Bismark, N. D.									
MANHATTAN, KAN.	MAK	CO	Prospect 8-2152	3	200	C	C	MIC		No Service Available	
MANITOWOC, WISC.	MTW	NO	Murray 4-5657	3	200	C	C			No Service Available	
MANKATO, MINN.	MKT	NO	3708.	3	200	C	C			No Service Available	
MANSFIELD, OHIO	MPD	LC	Lafayette 4-7411	3	200	C				No Service Available	
MARFA, TEX.	MSF	TT	235	3	150	C		ELP		No Service Available	
MARIANNA, FLA.	MAI	NA	Hudson 2-2726	9	100	C	C	PFN	G	No Service Available	1.00
MARIETTA, OHIO	PED	See Parkersburg, W. Va.									
MARINETTE, WISC.	MMN	See Menominee, Mich.									
MARION, ILL.	MNN	OZ	714	3,54.	200	C				No Service Available	
MARION, IND.	MZZ	LC	Oleans 4-6585.	3	200	C				No Service Available	
MARION, OHIO	MNN	LC	2-2975.	3	200	C				No Service Available	
MARQUETTE, MICH.	MQT	NO	Ghanita 5-4194.	3	200	C	C			No Service Available	
MARSHALL, TEX.	ASL	TT	4-4336.	3	150	C				No Service Available	
MARTHA'S VINEYARD, MASS.	MVY	NE	Vineyard Haven 1400	3	200	C	C	RWB		No Service Available	
MARTSVILLE, CALIF.	MVY	PC	Shirwood 3-5487	3	200	C	C	SFO		No Service Available	
MASON CITY, IOWA	MCW	OE	1095.	3,54.	200	A		MEP		.55	1.50
MASSENA, N. Y.	MBS	EA	Rockwell 4-0505	19.	200	C	C	A		No Service Available	
MATANE, P. Q.	YMQ	QNA		3,54.	400					No Service Available	
MATTOON, ILL.	MFO	CO	Adams 4-7100.	3,54.	200	C				No Service Available	
MAYO, Y. T.	YMA	CF	CPA	3	200	C				No Service Available	
MCALISTER, OKLA.	MCC	CM	Garden 3-4758	3	200	C	C	DAL		No Service Available	
MCALLEN, TEX.	MAK	TT	ME-6-3707	3	150	C		WFO		No Service Available	
MCALL, IDA.	MCK	WC		3	150	C		OHG		No Service Available	
MCCOOK, NEB.	MCK	AS	96.	3	1000	C		OMA		No Service Available	
MCCRATH, ALASKA	MCR	PC	Spring 2-6161	3,19.	200	C	C	OTH		.55	1.60
MELBOURNE, FLA.	MEL	UA	Spring 3-6233	9	300	C	C	OTH		.55	1.60
		WC	Spring 2-7269	3	150	C	C	OTH		.55	1.60
MEDICINE HAT, ALTA	YXH	TC	Jackson 6-2605.	3	200	C				.70	.75
MELBOURNE, FLA.	MEL	NA	765	19,9.	200	A	C	PHI		.60	1.20
MEMPHIS, TENN.	MEM	AA	Parkway 3-6444.	9	200	A	C	FRI		.55	1.35
		BN	Whitehall 8-3374.	9,5,15,10	8000	A	A	C	G	.55	1.35
		BN	Whitehall 8-8395.	9	200	A	A	C		.55	1.35
		BN	Whitehall 8-0393.	22,9.	250	A	A	C		.55	1.35
		UL	Whitehall 8-2606.	9,5,9,19,14,32	6000	A	A	C		.55	1.35
		KA	Whitehall 2-2489.	8,19,9.	200	A	A	C		.55	1.35
		SO	Whitehall 8-1440.	3	200	A	A	C		.55	1.35
		TT	Whitehall 8-2535.	3	150	A	A	C		.55	1.35
MENOMINEE, MICH.	MMN	NO	Union 3-6677.	3	200	C				No Service Available	
MERCEDES, CALIF.	MCE	UA	Handolph 2-8011	9	200	C		G		.50	1.00
MERIDIAN, MISS.	MEI	UL	2-3141.	9,3	300	A	C	BYN		.35	.75
		BO	5165.	3	200	A	C	BYN		.35	.75
MEXICO CITY, D. F.	MXC	AA	22-12-22.	5,15,10	600			A			
		EA	22-77-70.	10.	200			A			
		FA	46-46-60.	6,2	500			A			
		KA	46-90-40.	6	200			A			
		CMX	12-21-96.	3,4,9,C-82.				A			
		AERONAVES.	18-50-40.	4,5,8,9,14A				A			
MIAMI, FLA.	MIA	LACSA.	46-46-60.	9							
		AVIATION	Newton 3-2491	4,8	500	A	A	AC	G	.80	1.60
		BN	Newton 4-1951	5,10.	700	A	A	AC		.80	1.60
		BA	Newton 4-4973	22.	200	A	A	AC		.80	1.60
		CA	Newton 7-4241	1,2,8,14A,22.	200	A	A	AC		.80	1.60
		CU	Newton 5-2661	5,10,1-1,5,3	6000	A	A	AC		.80	1.60
		EA	Newton 4-3271	19,7,23,53A,10,19.							
		Guest.		52,9.	4000	A	A	AC		.80	1.60
		KLM	Franklin 3-8455	5	550	A	A	AC		.80	1.60
		LACSA	Newton 3-2491	1,9	400	A	A	AC		.80	1.60
		NA	Tusado 5-2581	9,5,6,10,52,7	400	A	A	AC		.80	1.60
		NE	Newton 3-2431	6,22.	200	A	A	AC		.80	1.60
		NW	Newton 3-2431	52.	200	A	A	AC		.80	1.60
		FAA.	Newton 3-2491	2,6,10,50,15,53	10000	A	A	AC		.80	1.60
		RD	Newton 7-3501	1,15.	10000	A	A	AC		.80	1.60
		RN	85-6743		10000	A	A	AC		.80	1.60
		TV	Newton 3-6511	7,50.	400	A	A	AC		.80	1.60
		VE			10000	A	A	AC		.80	1.60
		AVENSA		1,6		A	A	AC			
MIDLAND, TEX.	MAY	AA	Mutual 4-8281	9,5,10.	250	C	C	ELP		.40	1.25
		CO	Mutual 2-1114	3,22.	200	C	C	ELP		.40	1.25
MILES CITY, MONT.	MLS	FL	Cedar 2-1401.	3	200	C	A	OTY		No Service Available	
MILWAUKEE, WISC.	MKE	AA	Sheridan 4-9855	9	250	A	A	C	G	.60	1.65
		CA	Sheridan 4-3327	3,22.	250	A	A	C		.60	1.65
		EA	Humboldt 1-4600	7,10.	200	A	A	C	G	.60	1.65
		FT	Humboldt 3-5000	Served through MDW	10000	A	A	C		.60	1.65
		NO	Humboldt 1-0500	2,9	200	A	A	C		.60	1.65
		WZ	Humboldt 3-0443	11,6,4,15A,10,52,2	2000	A	A	C		.60	1.65
		OZ	Humboldt 3-3210	3,54.	200	A	A	C		.60	1.65
		UA	Humboldt 1-3800	9,10.	300	A	A	C		.60	1.65
MINNEAPOLIS, MINN.	MNP	BN	Humboldt 1-3809								
		EA	Parkway 4-8748.	9,5,52.	500	A	A	C	G	.55	1.30
		EA	Parkway 1-1831.	22.	200	A	A	C		.55	1.30
		EA	Parkway 1-5508	7,10,52	200	A	A	C	G	.55	1.30
		FT	Parkway 9-6321.	1	6000	A	A	C		.55	1.30
		NO	Parkway 2-8281.	3,9	200	A	A	C		.55	1.30
		NW	Parkway 1-3567, Ext. 204	11,4,6,10,15A,2,52	2000	A	A	C		.55	1.30
		OS	Parkway 1-4456.	3,54.	200	A	A	C		.55	1.30
		WA	Parkway 1-3383.	9,6,52	200	A	A	C		.55	1.30
MINOT, N. D.	MYT	FL	Temple 8-0225	3	200			MEP		No Service Available	
		NO	Temple 2-8212	3	200			MEP		No Service Available	
MISSION, TEX.	MAK	See McAllen, Tex.									
MISSOULA, MONT.	MBO	NW	2-2471.	4	200	C	A	OTY		No Service Available	
MITCHELL, S. D.	MOR	WY	Wyman 6-8283.	3	200	C	C			No Service Available	
MOAB, UTAH	MOK	FL	AI-3-6401	3	200	C	C	LYN		No Service Available	
MOBILE, ALA.	MOB	CA	Greenwood 9-6276.	22.	200	A	A	C	G	.55	1.60
		EA	Greenwood 9-1401.	7,23,16,52	4000	A	A	C		.55	1.60
		NA	Garden 6-4401	9,17.	400	A	A	C		.55	1.60
		SO	Diamond 2-0733.	3	100	A	A	C		.55	1.60

U.S. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
MODESTO, CALIF.	MOD	UA	Lambert 3-3211.	9	200	A	A	SFO		.50	1.25
MOLINE, ILL.	MLI	OZ	2-7591.	3,54	200	A	C	FLA		.55	1.25
MONTGOMERY, N. B.	YQM	UA	Moline 2-7701	9,6	300	A	C	FLA		.55	1.25
MONTROSE, LA.	MLU	MA	4-9181.	13,22a.	200	C	C	C		.50	1.00
		DL	FA-3-5116	9,3	300	C	C	MSX		.60	1.20
		SO	FA-5-4601	3	200	C	C	C		.60	1.20
		TT		3	200	C	C	C		.60	1.20
MONT JOLI, P. Q.	YYY	QAA	See Alamosa, Colo.	3	400					.35	
MONT VISTA, CALIF.	MVS	PC	Frontier 2-7571	3,19	200	A	C	SFO	G	.55	1.10
MONTGOMERY, ALA.	MMH	DL	Frontier 5-3157	9	300	A	C	SFO		.55	1.10
MONTPELIER, VT.	MPV	DL	AM-4-7313	9,3	200	A	A	MSY	G	.40	.85
MONTREAL, QUE.	YUL	EA	Cherry 7-7361	19,8,9	200	A	A	MSY		.40	.85
		NE	Capitol 3-2393	3	200	C	C	BTY		No Service Available	
		AF	University 6-8344	7	200	A	C	AC		.35	.75
		CP	University 6-2901	14A	500	A	AC	AC		.45	1.00
		EA	Melrose 1-3870	19,52,7	200	C	C	A		No Service Available	
		KLM	University 1-3411	7,10,15,23	10000	A	C	A		.35	.75
		NE	Melrose 1-8591	22	200	C	C	A		.35	1.25
		SN									
		TC	Hunter 9-5781	12,13,7A,22	200	A	C	A		.45	1.00
MONTROSE, CALIF.	MTJ	FL	Cherry 9-4236	3	200	C	A	DEM		No Service Available	
MOREHEAD CITY, N. C.	MMH	PT	FA-8-734	3	100	C	C	C		.35	.75
MORENO VALLEY, CALIF.	MV	See Gafford, Ariz.									
MORGANTOWN, W. VA.	MOW	CA	2-3301.	3	150	C	C	PIT	G	.55	1.25
MOSCOW, IDA.	MOW	See Pullman, Wash.									
MOSKOW, WASH.	MPH	SO	TU-5-4045	3	100	C	C	C		.35	.75
MOUTRIE, ILL.	MTI	LC	Atlas 8-3629	3	200	C	C	C		.35	.75
MUNICIE, IND.	MIE	CA	3-1870	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CH	Murray 7-5494	200	200	C	A	MKC		No Service Available	
MUSKOGEE, CAN.	MCA	TC, Seasonal		3,7,12,13,22	200					.35	.75
MUTILE BEACH, S. C.	MYR	DL	Hilltop 9-4659	3	100	C	C	C		.35	.75
NANTUCKET, MASS.	NAC	NE	1140	3	200	C	C	EMB		No Service Available	
NASHVILLE, TENN.	BNA	AA	Chapel 2-6336	9,5,15,10	4500	A	A	C	G	.55	1.10
		BN	Alpine 5-5323	5,9	500	A	A	C		.55	1.10
		EA	Alpine 5-7412	9,19,10,7	200	A	A	C		.55	1.10
		SO	Chapel 2-4363	3,54	200	A	A	C		.55	1.10
		SW	Alpine 4-0546	3	200	A	A	C		.55	1.10
		TV	Alpine 4-7726	7	250	A	A	C		.55	1.10
		SO	6963	3	100	C	C	C		No Service Available	
NATCHEZ, MISS.	NEZ	CP		9	200					.25	.60
NEEDHAM, B. C.	NEB	CA	Edmond 9-4445	3	200	A	C	C		.35	.75
NEW BEDFORD, MASS.	NBS	NA	Melrose 7-5151	9	200	C	C	DMN		.55	1.10
NEW BERN, N. C.	NBN	PI	Melrose 7-3972	3	100	A	C	DMN		.55	1.10
NEW BRUNSWICK, N. J.	NBR	NY(Service Suspended)									
NEW HAVEN, CONN.	NHV	AL	Hobart 7-1610	9,19	150	A	A	C		.55	1.25
		EA	Hobart 7-6311	19	200	A	A	C		.55	1.25
NEW IBERIA, LA.	NIB	See Lafayette, La.									
NEW LONDON, CONN.	NLD	BN	Hilltop 9-4605	19	150			C		.35	.75
NEW ORLEANS, LA.	MSY	CA	LA-4-3411	9	200	C	A	AC		.55	1.25
		DL	Kenner 4-3500	22,8	200	C	A	AC		.55	1.25
		EA	Kenner 4-3658	9,1-A,3,5,10,53	6000	C	A	AC		.55	1.25
		NE	4-360	7,10,23,53A,52,9	4000	C	A	AC		.55	1.25
		PAA	Kenner 4-3616	9,2,6,17	500	A	A	AC		.40	.85
		SO	Jackson 2-6391	2,6	2000	C	A	AC		.55	1.25
		TA	Kenner 7-0158	3	200	C	A	AC		.55	1.25
		TT	Canal 8374	4	4500	C	A	AC		.55	1.25
		AVBNA		6	200	C	A	AC		.55	1.25
NEW PHILADELPHIA, OHIO @ PHD	PHD	LC	4-7229	3	200						
NEW YORK, N. Y., or NEWARK, N. J. (La Guardia).	LGA	AA	Havermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		AL	Mitchell 2-3052	22,8	200	A	A	AC		1.00	2.00
		NE	NE-9-8200	7,8,16,19,52	500	A	A	AC		1.00	2.00
		NY	Illinois 7-3000	9,3,6,22	200	A	A	AC		1.00	2.00
		NY	Defender 5-6600,Ext 16	20,21	200	A	A	AC		1.00	2.00
		TW	OKford 5-4525	8,7,19	400	A	A	AC		1.00	2.00
		IL	Illinois 8-4900	5,6	6000	A	A	AC		1.00	2.00
(Idlewild).	IDL	AA	Havermeyer 4-7600	9,5,10,50A,52	6000	A	A	AC	G	1.00	2.00
		AL	Olympia 6-6160	7	550						
		ATL	ST-6-7341	14A	200	A	A	AC		1.00	2.00
		AF	Olympia 6-5800	7	200	A	A	AC		1.00	2.00
		ATLANCA	ST-6-7341	7	660	A	A	AC		1.00	2.00
		AE	Judson 2-6500	10	440	A	A	AC		.80	1.80
		BA	Olympia 6-5605	11,8	11100	A	A	AC		.35	.75
		BN	Olympia 6-5243	32,50A	500	A	A	AC		1.00	2.00
		CA	Havermeyer 9-5340	22,8	200	A	A	AC		1.00	2.00
		Cubana		3,22,7	200						
		DL	Olympia 6-5822	8,10,53	200	A	A	AC		1.00	2.00
		EA	Olympia 6-5109	6,7,10,19,52,23,53A	4000	A	A	AC			
		IL	Olympia 6-5560	8	500	A	A	AC			
		LY	Olympia 6-5290	8	650	A	A	AC			
		KLM	Whitehall 4-3480	2,10,15,23,8,7	10000	A	A	AC		.55	1.75
		NA	OKford 7-8181	9,5,6,10,52,7	400	A	A	AC		1.00	2.00
		NE	Olympia 6-5398	9,3,6,22	200	A	A	AC		1.00	2.00
		NW	Wright 7-4680	11,6,10,15A,2	2000	A	A	AC		1.00	2.00
		PA	Defender 5-6600	20,21	200	A	A	AC		1.00	2.00
		PAA	ST-6-7341	2,6,10,50	10000	A	A	AC		1.00	2.00
		RD	Olympia 6-5748	1,2,15	10000	A	A	AC		1.00	2.00
		SAB		14,9,5,15,10	440						
		SN	Judson 6-1090	5,6,15	400	A	A	AC			
		SR	Olympia 7-8000	5,6,10	1000	A	A	AC			
		TC	Plaza 7-4433	2,6	6000	A	A	AC			
		TBC	Judson 6-3210	22A	200	A	A	AC		1.00	2.00
		UA	Olympia 6-5997	4,6,2	4000	A	A	AC		1.00	2.00
		WA	OKford 5-4525	8,7,23,50	4000	A	A	AC		1.00	2.00
		UA	Olympia 6-5777	5,15,10,53	6000	A	A	AC		1.00	2.00
(Newark).	EBR	AA	Market 3-4062	9,5,15,10,52	6000	A	A	AC	G	1.00	2.00
		AL	Mitchell 3-3888	3,19,9	150	A	A	AC		1.00	2.00
		AK	Mitchell 2-4605	9,10,52	200	A	A	AC		1.00	2.00
		CA	Market 3-4041	22,8	200	A	A	AC		1.00	2.00
		DL	Mitchell 2-3002	1-A,10	6000	A	A	AC		1.00	2.00
		EA	Mitchell 3-3543	23,7,10,19,52	4000	A	A	AC		1.00	2.00
		FL	Market 4-3700	23	10000	A	A	AC		1.00	2.00
		MO	Mitchell 2-0335	9,3	200	A	A	AC		1.00	2.00
		NA	Market 4-1953	9,5,6,10,7	400	A	A	AC		1.00	2.00
		NY	Mitchell 2-8681	20,21	200	A	A	AC		1.00	2.00
		TX	Market 3-5640	8,7,19	400	A	A	AC		1.00	2.00
		WA	Market 2-2369	9,15,10,6,5	6000	A	A	AC		1.00	2.00
NEWCASTLE, WYO.	ECS	FL	3B-6-4421	3	200	C	D	DEM			

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
NEWPORT, VT.	EPK	NE Seasonal	1099.	3	200	C		C		No Service Available	
NEWPORT, ORG.	ONP	WC.	Union 7-3773.	3	150			PEX			
NEWPORT NEWS, VA.	NIP	CA.	Warwick 8-1141.	3,4	150	C	C	C	G	.55	1.35
		NA.	Lee Hall 5181	9	200	C	C	C	C	.55	1.35
		FL.	Liric 6-2621.	3	100	C	C	C	G	.45	1.35
NIAGARA FALLS, N. Y.	IAG	AA.	Served through Buffalo N. Y.							.65	1.95
		CA.	Served through Buffalo N. Y.							.65	1.95
		MO.	Served through Buffalo N. Y.							.65	1.95
		AL.	Served through Buffalo N. Y.							.65	1.95
NOME, ALASKA	OME	ASA	Main 199.	3,4	1000					No Service Available	
NORFOLK, NEB.	ONF	FL.	Frontier 1-0415	3	200					No Service Available	
NORFOLK, VA.	ONV	NO.	Frontier 1-5600	3	200					No Service Available	
		CA.	Lowell 3-3101	3,4,22,8.	250	A	C	C	G	.55	1.25
		NA.	Ulgases 3-4378.	9	400	A	C	C	C	.55	1.25
		FL.	Ulgases 5-4761.	3	100	A	C	C	G	.55	1.25
		NO.	Lowell 5-4978	3	6000	A	C	C	C	.55	1.25
		TC.	3366.	22A	200	C	C	C	C	.50	1.00
		WC.	Skyline 9-1011.	3	150	A	A	C		No Service Available	
NORTH BAY, ONT.	YTB	AS.		3	500			LAX			
NORTH BEND, ORE.	OTH	IX.		20.	200					No Service Available	
NORTH EAST CAPE, ALASKA		FL.	LE-2-3600	3,9	200	C		DEN		No Service Available	
NORTH HOLLYWOOD, CALIF.		NY.		19.	200					No Service Available	
NORTH PLATTE, NEB.	LPF	AA.	Highgate 4-6096	5,10.	6000	A	A	C		.75	1.55
NORWALK, CONN.		FLA	(See San Francisco)	23.	10000	A	A	C		.75	1.55
OAKLAND, CALIF.	OAK	PC.	Lockhaven 8-3422.	3,19.	200	A	A	C		.75	1.55
		TV.	Highgate 4-6730	8.	250	A	A	C		.75	1.55
		UA.	Lockhaven 9-3134.	9,5,10,6.	6000	A	A	C		.80	1.70
		WA.	Lockhaven 8-3012	6.	200	A	A	C		.75	1.55
		WC.	Lockhaven 2-4600.	3.	150	A	A	C		.75	1.55
OCALA, FLA.	OCA	EA.	MA-2-3207	19.	200	A	C	TPA	G	.35	.75
ODESSA, TEX.	MAF	AA.	FE-7-3561.	9,5,10.	250	C	C	ELP		.40	1.25
ODEN, UTAH	ODN	CO.	Federal 7-2371.	9,3	200	C	C	KLP		.40	1.25
ODENSBURG, N.Y.	ODS	ED.	Edport 4-4533	3	150	C	A	DEN		.40	1.10
OIL CITY, PA.		MD.	1526.	3	200	C	C			No Service Available	
OKLAHOMA CITY, OKLA.	OKC	See Franklin, Pa.									
		AA.	Melrose 2-6378.	9,5,10.	600	A	A	DAL	G	.60	1.20
		BN.	Mutual 5-5113	9,5,52.	500	A	A	DAL		.60	1.20
		CO.	Mutual 5-7791	3,22.	200	A	A	DAL		.60	1.20
		CH.	Mutual 5-7744	3	200	A	A	DAL		.60	1.20
		TV.	Melrose 8-3377.	8.	250	A	A	DAL		.60	1.20
OLYMPIA, WASH.	OLM	WC.	Fleetwood 6-6445.	3	150	C	A	C		No Service Available	
OMAHA, NEB.	OMA	BN.	Webster 0682.	9	500	A	A	C	G	.55	1.25
		FL.	Webster 8900.	3,9.	200	A	A	C		.55	1.25
		WC.	Atlantic 9876	3	200	A	A	C		.55	1.25
		OS.	Harney 7957	3,54.	200	A	A	C		.55	1.25
		UA.	Webster 2429.	9,5,6,10.	400	A	A	C		.55	1.25
OMAX, WASH.	OMX	UC.	612	3	150	C	C	GEC		No Service Available	
ONTARIO, ORE.	ONO	WC.	Tucker 9-5632	3	150	C	C	GEO		No Service Available	
ONTARIO, CALIF.	ONT	BL.	Tukon 6-6724.	3,54.	200	C	LAX			.65	1.40
		WA.		6,9.	150	C	LAX			.65	1.40
ORANGE, CALIF.		IX.	Cherry 1-4530	20.	200			LAX			
ORLANDO, FLA.	ORL	DL.	4-4524.	5,1A.	4000					.60	1.20
		NA.	Garden 2-0709	9,19,7,8,6,10.	200	A	A	TPA	G	.60	1.20
		NO.	Garden 5-2696	1.	6000	A	A	TPA		.60	1.20
OSHKOSH, WIS.	OSH	NO.	Beverly 5-3106.	3,9.	200	C	C			No Service Available	
OSSINGTON, N. Y.	OSN	NY.		20.	200			LGA		No Service Available	
OTTAWA, ONT.	OTW	TC.	TA 2-2479	22A	200	C	C	AC		.50	1.00
		CE.	Central 2-9611	200	200	C	C			.50	1.00
OTTUMWA, IOWA	OTH	CE.	Murray 2-1660	3,54.	200	A	A	PIA		.50	1.00
OWENSBORO, KY.	OWB	EA.	Murray 3-1585	19.	200	C	C	SDP		No Service Available	
		CE.	Murray 4-2976	3,54.	200	C	C	SDP		No Service Available	
OXNARD, CALIF.	OKR	WC.	Webster 3-4614	3	200	C	C	EVV		No Service Available	
PACIFIC, N.Y.	PON	CE.	31732	3	200	C	C	EVV		.55	1.85
		CE.	3-6238.	3,54.	200	A	C	EVV		.55	1.85
PAGE, ARIZ.	PQA	BL.	Midway 5-2404	3	200						
PALATKA, FLA.	PLK	TD (Demand Service)		1.	6000					No Service Available	
PALMDALE, CALIF.	PMD	PC.	Windsor 7-2195.	19.	200			LAX			
PALM SPRINGS-INDIO, CALIF.		WA.	Fairview 5-2709	6.	200	C	C	SAN		No Service Available	
		BL.	Fairview 5-5053	3,54.	200	C	C	SAN		No Service Available	
PANAMA CITY, FLA.	PFN	NA.	Poplar 3-9087	9	200	A	C	G		.80	1.10
		SD.	Sunset 3-6166	3	100					.80	1.10
PARIS, TEX.	PRK	CH.	Sunset 4-8335	3	200	C	A	DAL		.55	1.25
PARKERBURG, W. VA.	PKB	AA.	Hudson 5-5542	9	250	C	C	PIT	G	.60	1.60
		AL.	Hudson 5-4541	3,19.	150	C	C	PIT		.60	1.60
		FL.	Garfield 8-6787	3	100	C	C	PIT		.60	1.60
PASCO, WASH.	PSC	WC.	Liberty 7-5547	3	150	C	C	GEO		.50	1.50
PASO ROBLES, CALIF.	PWB	PC.	1700.	3	200	C	C	LAX			
PATERSON, N. J.	PNJ	NY.		20.	200			LGA		No Service Available	
PAVINGTOWN, N. I.	PNI	NE.	Poplar 2-6230	3	200	A	C	PWD		No Service Available	
PATTEY, IDA.	PTO	See Ontario, Ore.									
PEARL RIVER, N. Y.	PJR	NY (Service Suspended).								No Service Available	
PEOS, TEX.	PWQ	TT.	HI-5-2738	3	150	C	A	KLP		No Service Available	
PENDLETON, ORE.	POT	UA.	Chestview 6-7211.	9,5,6	400	C	A	GEO		.45	.95
		WC.	Chestview 6-2461.	3	150	C	A	GEO		.45	.95
PEKASCO, FLA.	PNS	EA.	Hinlock 2-2314.	6,9	200	C	A	G		.50	.95
		NA.	Hinlock 2-5152.	9	400	C	A	C		.50	.95
PENNINGTON, S. C.	YTF	CP.	2947.	9	200	C	C	C		.25	.60
PEORIA, ILL.	PPIA	AA.	7-3555.	9	250	C	A	C		.50	1.45
		CE.	7-3548.	3,54.	200	C	A	C		.50	1.45
PERU, IND.	PKK	See Kokomo, Ind.									
PHILADELPHIA, PA.	PHL	AA.	Saratoga 7-7977	9,5,15,52,10.	6000	A	A	C	G	.60	1.55
		AL.	Saratoga 7-7979	3,19.	250	A	A	C		.60	1.55
		CA.	Saratoga 7-6009	3,4,22.	250	A	A	C		.60	1.55
		DL.	Saratoga 7-9912	9,10,1A.	6000	A	A	C		.60	1.55
		EA.	Saratoga 9-2115	10,7,19,8	200	A	A	C		.60	1.55
		FT.	Saratoga 6-7100	Served through NYC/EWR	10000	A	A	C		.60	1.55
		NA.	Saratoga 6-2235	9,10.	400	A	A	C		.60	1.55
		NE.	Saratoga 4-0310	6,22.	200	A	A	C		.60	1.55
		PAA	Locust 8-1360	50,10	600	A	A	C		.60	1.55
		NO.	Saratoga 4-0332	1.	6000	A	A	C		.60	1.55
		TV.	Locust 8-3230	8,7,19,50,23.	4000	A	A	C		.60	1.55
		UA.	Saratoga 7-9234	9,5,15,6,10,3.	6000	A	A	C		.60	1.55
PHILIPSBURG, PA.	PBS	AL.	Dickens 2-1670.	3,19.	150	C		PHL		.75	1.70
PHOENIX, ARIZ.	PHX	AA.	Alpine 8-6761	5,10.	600	C	C	DUG	G	.55	1.40
		BL.	Alpine 8-8466	3,54.	250	C	C	DUG		.55	1.40
		FL.	Bridge 5-1441	3,9	200	C	C	DUG		.55	1.40
		TV.	Bridge 5-5487	6,7	250	C	C	DUG		.55	1.40
		WA.	Bridge 5-6271	6,52.	200	C	C	DUG		.55	1.40
PIERRE, S. D.	PIR	NO.	Capital 4-5846	3	200	C	C	OMA		.35	.75
		WA.	2448.	9	200	C	C	OMA		.35	.75

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Minimum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
PINE BLUFF, ARK.	PTT	TT	JE-4-8612	3	150	C		MEM		No Service Available	
PINEHURST, N. C.	PTI	PTI	Sou. Pine 2-8941	3	100	C	C	MDU		1.00	1.00
PITTSBURGH, KAN.	PTS	OE	3600.	3,54.	200	C				No Service Available	
PITTSBURGH, PA.	PIT	AA	Saulding 1-2259.	9	250	A	A	C	G	.80	1.55
		AL	Saulding 1-3514.	3,19.	150	A	A	C		.80	1.55
		CA	Saulding 1-1600.	3,4,8,22.	250	A	A	C		.80	1.55
		EA	Saulding 1-3100.	9,7,19,25.	200	A	A	C		.80	1.55
		LC	Saulding 1-4938.	3	200	A	A	C		.80	1.55
		NW	Saulding 1-1000.	6	200	A	A	C		.80	1.55
		TV	Express 1-3240.	8,7,19,50,23.	3000	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	US	FDair 1-6137.	10.	200	A	A	C		.80	1.55
		ND	2-8639.	3	100	A	C			.55	1.30
		NE	9857.	3	200	C	C			.55	1.30
PLAINVIEW, TEX.	PVV	CH	Capitol 4-7829.	3	200			DAL		.35	.75
PLATTSBURG, N. Y.	PLB	EA	1963.	19.	200	C	C	MAL		No Service Available	
POCAHELLO, IDA.	PIH	VA	Cedar 2-8756.	9	200	C	C	OTF	G	.55	1.15
		WC	Cedar 2-3584.	3	150	C	C	OTF		.55	1.15
POMONA, CALIF.	JPO	LK		20.	200			LAX			
PONCA CITY, OKLA.	PNC	CH	Rivers 2-1611.	3	200	C	A	MEC		No Service Available	
PORR ANGELES, WASH.	PIA	WC	Glencourt 7-3101.	3	150	C	A	C		No Service Available	
PORR ANGELES, WASH.	PIA	YDZ								.50	1.00
PORR ANGELES, WASH.	PIA	DL	TU-2-4321.	9	200	C	A	C		.55	1.50
PORR ANGELES, WASH.	PIA	EA	TU-3-3317.	19,9.	200	C	A	C		.55	1.50
PORTLAND, ME.	PMH	TE								.55	1.50
PORTLAND, ORE.	PER	NE	SPress 4-3961.	9,3	200	A	C	PMH		.50	1.00
		NE	Atlantic 8-5073.	4,6	1000	A	A		G	.60	1.35
		PT	Atlantic 1-1158.	1	10000	A	A	C		.60	1.35
		NW	Atlantic 7-1103.	4,6,10,2,52.	2000	A	A	C		.60	1.35
		PAA	Capitol 7-6673.	10,50.	600	A	A	C		.55	1.25
		PR	Atlantic 8-5043.	3,4,8		A	A	C		.50	1.25
		UA	Atlantic 7-2411.	9,6,10,5,53.		A	A	C		.45	1.50
		VA	Atlantic 7-3221.	6,52.	200	A	A	C		.60	1.35
		WC	Atlantic 8-5551.	3	150	A	A	C		.60	1.35
PORTSMOUTH, OHIO	PMH	LC	Blackburn 9-6321.		200					No Service Available	
POUGHKEEPSIE, N. Y.	POU	MD	Gloucester 1-3900.		200			ALZ		No Service Available	
POWELL, WYO.	POY	FL	Skyline 4-4222.	3	200	C	C	OTF		No Service Available	
PRESCOTT, ARIZ.	PRC	FL	252.	3	200	C	C	DUG		.65	1.20
		NE	HI-5-2100.	3	200	C	C	DUG		.65	1.20
PRESQU' ISLE, ME.	PQT	NE	4931.	3	200	A	A	C		No Service Available	
PRINCE GEORGE, B. C.	PGS	CP	3213.	3,6,9	200	C	C				
PRINCE RUPERT, B. C.	PFR	CP	Enterprise 0500.	3	100	C		INT		No Service Available	
PRINCETON, N. J.	BLP	EA	River 9-3100.	9,19.	150	A	A	C		.50	1.35
PROVIDENCE, R. I.	PVD	EA	River 7-9616.	8,10.	200	A	A	C		.50	1.35
		PT	Elmhurst 1-4500.	Served Through Boston, Mass.	9	200	A	C		.50	1.35
		NA	River 9-1405.	9	200	A	A	C		.50	1.35
		NR	Union 1-3300.	3	200	A	A	C		.50	1.35
		UA	Temple 1-6950.	6,5	300	A	A	C		.50	1.50
PROVO, UTAH.	PTU	BL	Franklin 3-7077.	6	200	C	C	DEN		No Service Available	
PUEBLO, COLO.	PUB	CO	Whitney 8-3316.	3,22.	200	C	A	DEN	G	.40	1.00
		FL	Whitney 8-3323.	3	200	C	A	DEN		.40	1.00
PULMAN, WASH.	PUM	WC	Logan 7-3761.	3	150	C	C	QRO		No Service Available	
QUEBEC CITY, QUE.	YQB	TC	22A.	3	200	C	C	C		.75	1.00
QUEBEC, B. C.	YQE	CE	Baldwin 2-3442.	3	200	C	C	STL		.75	1.75
QUINCY, ILL.	UTM	CE	Temple 2-3876.	3,22.	150	C	A	C	G	.70	1.50
RALEIGH, N. C.	ROU	EA	Temple 2-7380.	8,19,7,9.	200	A	A	C		.70	1.50
		PL	Vance 8-3721.	3	100	C	A	C	G	.70	1.50
RAPID CITY, S. D.	RAP	VA	Fillmore 3-6361.	3	200	C	C	DEN		1.05	1.10
		ND	Fillmore 3-5544.	9	200	C	C	DEN		1.05	1.10
		VA	Fillmore 2-7110.	9	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL	East 4-4571.	3	200	C	C	DEN		No Service Available	
READING, PA.	ROD	EA	Franklin 5-8965.	19.	200	A	C	PHL		.45	1.35
		EA	4-4947.	3	150	A	C	PHL		.45	1.35
		TM	Franklin 6-7353.	19.	400	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	NBL	FC	Laurence 7-1701.	3	200	C	C	ACV		No Service Available	
REDDING, CALIF.	ROD	FC	Chestnut 3-1211.	3,19.	200	C	C	ACV		No Service Available	
REDMOND, ORE.	EDM	WC (See Bend, Ore.)								.50	1.00
REDONIA, SASK.	YQR	AL	Laurence 2-3682.	13,3,22A.	200	C				.50	1.00
REDONOTS BEACH	EDN	AL	(Service Suspended).								
RENO, NEV.	RNO	BL	Fairview 9-0001.	3,54.	200	C	C	SFO	G	.50	1.25
		UA	Fairview 9-1020.	9,5	400	C	C	SFO		.50	1.25
		VA	Fairview 3-1801.	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO	Forest 2-6316.	3	200	C	C			No Service Available	
RICHLAND, WASH.	RSC	See Pano, Wash.									
RICHMOND, IND.	RID	LC	4-1121.	3	200					.45	1.25
RICHMOND, VA.	RIC	AA	Fairfield 2872.	9	500	A	A	C	G	.45	1.25
		AX	(Service Suspended).								
		CA	7-4405.	22,4.	150	A	A	C		.45	1.25
		EA	Fairfield 4105.	8,19.	200	A	A	C		.45	1.25
		NA	Republic 7-4186.	9	200	A	A	C		.45	1.25
		PT	Republic 7-4101.	3	100	A	A	C	G	.45	1.25
		RD	(Service Suspended).								
RIDGUSKI, P. Q.	YRM	GRA		3	400					No Service Available	
RIVERSIDE, CALIF.	JRD	BL	Overland 9-6221.	3	200	C		LAX		No Service Available	
RIVINGTON, WYO.	RIV	FL	Uster 6-3552.	3	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA	Empire 6-3455.	9	500	A	A	RIC	G	.45	1.00
		EA	6-3751.	19.	200	A	A	RIC		.45	1.00
		PT	Empire 6-0381.	9	100	A	A	RIC		.45	1.00
ROCHESTER, MINN.	RST	NW	Atlas 9-4591.	9	200	C	A	C	G	.35	.85
		NW	Atlas 2-1709.	4	200	C	A	C		.35	.85
		OE	3333.	3,54.	200	C	A	C		.35	.85
ROCHESTER, N. Y.	ROC	CA	Fairview 8-4040.	9,5	200	C	A	C	G	.55	1.25
		CA	Beverly 8-8524.	3,4,8,22.	250	A	A	C		.55	1.25
		PT	Baker 5-1473.	Served Through Buffalo N. Y.	9,3	200	A	C	AC	.55	1.25
		MD	Fairview 8-1550.	9,3	200	A	C	AC		.55	1.25
		OE	5-0661.	3,54.	200					.75	1.75
		NO	Woodland 5-1400.	3	200					.75	1.75
ROCKLAND, ME.	RKD	NE	804.	3	200	C				No Service Available	
ROCK SPRINGS, WYO.	RKS	FL	Empire 2-5522.	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N. C.	RMT	CA	2-2144.	19.	150	C	C	NDU		.50	1.50
ROME, GA.	RMD	EA	2-1521.	3	200	C		ATL		.40	1.00
ROME, N. Y.	RYR	See Utica, N. Y.									
ROSBURG, ORE.	RBO	WC	Orchard 3-3231.	3	150	A	A	OTN		No Service Available	
ROSMELL, N. M.	RNM	CO	MA-2-7432.	3	200	C	C	ELP		.35	.75
ROSS BAY, LAB.	RYB	GMA		22A.	400					.75	1.00
ROTH, QUE.	RYT	TC	Orchard 8-7432.	3	150	A	A	GPT		No Service Available	
RUPERT, IDA.	RYU	NY	Prospect 3-6990.	19.	200	C	C	BTU		No Service Available	
RUTLAND, VT.	RUT	EA	Oldestone 6-6406.	19,3.	200	A	C	SFO	G	.60	1.35
SACRAMENTO, CALIF.	SAC	UA	Garden 1-1000.	9,5,8	400	A	C	SFO		.60	1.35
		WC	Garden 1-2440.	3	150	A	C	SFO		.60	1.35
		FL	1004.	3	200	C		DUG		No Service Available	
SAFFORD, ARIZ.	SAD	CA	Orchow 5-6371.	3,22,4.	250	C	C			.70	1.45
SAGINAW, MICH.	SMS										

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Maximum
SAGUENAY, QUE.	YBO	TC.	3-1231.	22A	200					No Service Available	
SAINT JOHN, N. B. . . .	YSJ	TC.	2370.	22A	200	C	C	C		.50	1.00
ST. JOHN'S, N.F.D. . . .	YJT	MAR	3,1,4	3,1,4	500	A	A	A		.50	1.00
ST. JOSEPH, MICH. . . .		See Benton Harbor									
ST. JOSEPH, MO.	STJ	FL.	Adams 4-7919.	3	200	C	C	C		.55	1.35
		OE.	Adams 2-6066.	3,94	200	C	C	C		.55	1.35
		AA.	Parkview 5-5510.	9,5,10,15,52	7000	A	A	C	G	.60	1.60
ST. LOUIS, MO.	STL	BN.	Pershing 1-2243.	9,22	200	A	A	C		.60	1.60
		CM.	Pershing 1-2231.	3	200	A	A	C		.60	1.60
		DL.	Pershing 1-2194.	9,5,10,1-A	6000	A	A	C		.60	1.60
		EA.	Pershing 1-0510.	9,19,10,52	200	A	A	C		.60	1.60
		GE.	Pershing 1-0990-3.	3,54	200	A	A	C		.60	1.60
		TV.	Genova 6-4800.	8,7,19,50,23	4000	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP	BN.	Call MSP.	9,5	500	C	A	C		.50	1.15
		CA.	Parkway 1-1831.	22	150	C	A	C		.50	1.15
		EA.	Parkway 1-5508.	7,10,52	200	A	A	C	G	.50	1.15
		ND.	Parkway 1-3311.	9	6000	C	A	C		.50	1.15
		ND.	Parkway 2-8281.	3,9	200	C	A	C		.50	1.15
		NW.	Parkway 1-3567.								
			Ext. 204	11,2,4,6,10,52,15A . .	2000	C	A	C		.50	1.15
ST. PETERSBURG, FLA. .	PIE	WA.	Parkway 1-3383.	6,9,52	200	C	A	C		.55	1.30
		EA.	Hemlock 5-2121.	7,9,52,8,10,19 . . .	200	C	A	C		.75	1.50
		DL.	Hemlock 6-7754.	3	300	C	A	C	G	.75	1.50
		NE.	Hemlock 5-2161.	9,6	200	A	C	AC		.75	1.50
		NA Served Through Tampa	Tampa 7-8492.	6	200	A	C	AC			
		NW.		52	200						
		RD.	REwood 6-1351.	1	6000	A	C	AC		.75	1.50
SALEM, ORE.	SLE	TC.	5-7611	(Served Through Tampa)							
		UA.	Empire 2-2441.	9	300	C	A	FXK	G	.50	1.00
		WC.	Justice 1-2448.	3	150	C	A	FXK		.50	1.00
SALINA, KAN.	SIN	CO.	Taylor 7-3553.	3	200	C	A	FXK	G	.35	1.00
SALINAS, CALIF.	SNS	AL.	Warrior 4-7686.	3	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SPY	AL.	3158	3	150	C				.50	1.25
SALT LAKE CITY, UTAH. .	SLC	BL.	Davis 8-8656.	3,54	200	A	C	DEN	G	.40	1.10
		FL.	Empire 3-6796	3,9	200	A	C	DEN		.40	1.10
		UA.	Davis 8-8064	9,5,6,10,15	6000	A	C	DEN		.40	1.10
		WA.	Davis 2-0186	9,6,52	200	A	C	DEN		.40	1.10
		WC.	Davis 8-0276	3	150	A	C	DEN		.40	1.10
SAN ANGELO, TEX. . . .	SAT	CO.	7196	3,22	200	C	C	SAT		.50	1.10
SAN ANTONIO, TEX. . . .	SAT	TT.	8193	3	150	C	A	SAT		.50	1.10
		AA.	Taylor 4-1021	5,19	6000	A	A	C		.55	1.10
		BN.	Taylor 2-3351	52,5,9,7,10,50A . . .	500	A	A	C		.55	1.10
		CMA.	CA-5-6303	4,5		A	A	C			
		CO.	Taylor 6-8591	10,5,6	400	A	A	C		.55	1.10
		RA.	Taylor 6-3230	9,7,10,1,52	200	A	A	C		.55	1.10
SAN BENITO, TEX. . . .	HRL	TT.	Taylor 6-6303	3	150	C				.55	1.10
SAN BERNARDINO, CALIF.	JSB	TX.	GA-2-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	ONT	LX.		20	200	C		LAX		No Service Available	
SAN DIEGO, CALIF. . . .	SAN	AA.	Yukon 6-1119	6	200	C		LAX		No Service Available	
			Cypress 6-6128	5,10	600		A	AC	G	.65	1.50
					(10,000 Vis LAX)						
		BL.	Cypress 6-6144	3,54	200	C	A	AC		.65	1.50
		PT.	Cypress 6-6273	Served through BUR	6000	C	A	AC		.65	1.50
		UA.	Belmont 4-7171	9,5,6,10	400	C	A	AC		.65	1.50
		VA.	Cypress 8-8861	6	200	C	A	AC		.65	1.50
SANDESPIT, B. C. . . .	YEP	CP.		3	200						
SAN FRANCISCO, CALIF. .	SFO	AA.	Yukon 2-4620	5,15,50A,10	6000	A	A	AC	G	.75	1.55
		PT.	Plaza 5-9405	1,15,23	10000	A	A	AC		.75	1.55
		JL.	Juno 3-3612	6	600	A	A	AC			
		PA.	EX-7-1414	11,10,50,15	4000	A	A	AC		.75	1.55
		PC.	Plaza 5-9200	3,19	200	A	A	AC		.75	1.55
		TV.	Yukon 2-5800	8,7,50,23	4000	A	A	AC		.75	1.55
		UA.	Juno 8-2424								
		WA.	Juno 8-2443	9,5,15,6,10,53	6000	A	A	AC		.80	1.70
		WC.	Plaza 6-0877	6,52	150	A	A	AC		.75	1.55
SAN JOSE, CALIF. . . .	SJC	PC.	Cypress 5-3408	3,19	200	C	C	SFO		1.00	2.00
SAN JUAN, PUERTO RICO. .	SJU	DL.	9-0045	9	200		A	AC			
		AVIANCA		7							
		EA.	9-0020	10,6,23,59A		C	A	AC			
		PA.	2-5000	2,6,10,25	6000	C	A	AC		.60	1.35
		RD.	9-0360	1,2	6000	C	A	AC		.65	1.35
		THC.	San Juan 9-0037 . . .	4,6,2	4000	C	A	AC			
SAN LOUIS OBISPO, CALIF.		PC.	Enterprise 1-1513 . . .							No Service Available	
SANTA ANA, CALIF. . . .	SNA	BL.	Kimberly 5-1146 . . .	3,54	200	C	C	LAX		.65	1.50
		LX.		20	200	C	C	LAX		No Service Available	
SANTA BARBARA, CALIF. .	SBA	PC.	Woodland 8-5121 . . .	19	200	A	C	LAX		No Service Available	
		UA.	Woodland 7-1255 . . .	9	200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF. . .	SJC	SW (Service Suspended).									
SANTA CRUZ, CALIF. . .	SAV	CO.	Yucca 3-6397	3,22	200	C	C	ELP	G	1.05	1.10
SANTA FE, N. M.	SFI	TV.	J-6671	19	250	C	C	ELP		1.05	1.10
SANTA MARIA, CALIF. . .	SMK	PC.	Walnut 5-2541	3	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF. .	SMD	LX.		20	200	C		LAX		No Service Available	
SANTA ROSA, CALIF. . .	STS	EA.	Liberty 2-7095	3,19	200	C	C	SFO		No Service Available	
SARANAC LAKE, N. Y. . .	SLK	PA.	2052	19	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	NA.	Elgin 5-5131	9,6	200	A	C	TPA		.50	1.00
		ND (Demand Service)								.50	1.00
SASKATOON, SASK. . . .	YXE	TC.	8224	13,22A	200	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.		CA.	Melrose 2-3371	3,4	250	C	C	AC	G	.50	1.00
		NO.	Melrose 2-3371	3	200	C	C	AC		.50	1.00
		AL.	Algonquin 6-5466 . . .	22A	200	C	C	AC		.35	.75
SAULT STE. MARIE, ONT. .	INR	DL.	Adams 3-0287	9,3	300	A	A	C	G	.75	1.50
SAVANNAH, GA.	SAV	EA.	Adams 3-6651	19	200	A	A	C		.75	1.50
		NA.	Adams 6-8234	9	200	A	A	C		.75	1.50
SCOTTSDALE, ARIZ. . . .	BFF	FL.	Melrose 5-2067	3	200	C	C	DEN		.55	1.10
SCHREFFVILLE, P. Q. . .	YKL	See Wilkes-Barre, Pa.									
SCRAMPTON, PA.	AVP	AS.	Cherry 2-0600	4,6	1000	C	C	AC	G	.50	1.50
SEATTLE, WASH.	SEA	NW.	Cherry 4500	11,6,10,15A,4,2,52 . .	2000	C	C	AC		.50	1.50
(Seattle Tacoma)		PA.	MA-4-2121	11,10,50	600	C	C	AC		.50	1.50
		PN.	Cherry 3-1079	4,8,16	200	C	C	AC		.50	1.50
		TC.	Cherry 2211	3	200	C	C	AC		.60	1.65
		UA.	Cherry 4-4000	9,6,10,5,53	200	C	C	AC		.50	1.50
		WA.	Cherry 3-5800	6,52	200	C	C	AC			
SEATTLE, WASH.	BFI	PT.	Parkway 3-5916	1	10000	C	C	AC		.60	1.65
(Boeing Field)		WC.	Parkway 5-5500	3	150	C	C	AC		.60	1.65
SEMA, ALA.	SES	DL.	4-7581	3	200	C	C	ATL		.45	.90
		SO.	Trinity 4-7581	3	100	C	C	C		.45	.90
SEVEN ISLANDS, QUE. . .	TEV	TC.		22A	200	C	C	ATL		No Service Available	
SHEFFIELD, ALA.	MSL	CA.	Evergreen 3-5521 . . .	19,9	200	C	A	BHM		.35	.75
		WA.	Evergreen 3-4581 . . .	3	200	C	A	BHM		.35	.75
SHERIDAN, WYO.	SHR	WA.	Ohcard 4-2424	6	200	C	C	OTF		.50	1.00

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		CITY
										Per 100 Lb.	Minimum	
SHEPHERD, TEX.	SMI	CN.	Twinbrook 2-4328.	3	200	C	C	DAL	.. . . .	No Service Available		URBANA, I.
SHREVEPORT, LA.	SHV	BN.	ME 1-7451	9,5	200	C	A	DAL	.. . . .	.65	1.35	UTICA, N. Y.
		DL.	6-1831	9,3,8,19.	3000	C	A	DAL	.. . . .	.65	1.35	VAL D'OR, N. B.
		FL.	6-4571	3	150	C	A	DAL	.. . . .	.65	1.35	VALDOSTA, GA.
SIDNEY, MONT.	SDY	FL.	838	3	200	C	A	DTF	.. . . .	No Service Available		VALENTINE, N. B.
SILVER CITY, N. M.	SVC	FL.	3542.	3	200	C	A	DEN	.. . . .	No Service Available		VANCOUVER, B. C.
SIOUX CITY, IOWA	SUX	FL.	0807.	3	200	C	A	DUG	.. . . .	No Service Available		
		BN.	8-5533.	9	200	A	C	CNA	.. . . .	.45	.95	
		NO.	8-0991.	3	200	A	C	CNA	.. . . .	.45	.95	
		NO.	5-6308.	3,54.	200	A	C	CNA	.. . . .	.45	.95	
SIOUX FALLS, S. D.	SFD	BN.	4-6051.	9	200	C	C	MSP	.. . . .	.55	1.10	VENTURA, CALIF.
		NO.	4-9943.	3	200	C	C	MSP	.. . . .	.55	1.10	VERO BEACH, FLA.
		VA.	4-4994.	9,6	200	A	C	MSP	.. . . .	.55	1.10	VICKSBURG, MISS.
												VICTORIA, B. C.
SMITHERS, B. C.	YTD	CP.		1,3,6,9	200				G	.55	1.20	VIRGINIA, N. C.
SOUTH BEND, IND.	SBM	PT.	Atlantic 8-4441	Served Through Chicago.								VISALIA, CALIF.
		LCB.	Central 4-172.	3	200	A	A	CHI	.. . . .	.55	1.20	WACO, TEX.
		NO.	Central 3-5131.	3,9	250	A	A	CHI	.. . . .	.55	1.20	
		NO.	Central 2-1416.	3	300	A	A	CHI	.. . . .	.55	1.20	
		NO.	Central 2-4811.	9,6	300	A	A	CHI	.. . . .	.55	1.20	
SOUTHERN PINES, N. C.	SOP	FL.	2-8941.	3	100	C	C	ROU	.. . . .	1.00	1.00	WALLA WALLA, WASH.
SPARTANBURG, S. C.	SPA	DL.	7131.	3	200	A	A	ATL	.. . . .	.45	1.10	WASHINGTON, D. C.
		EA.	3-6326.	19.	200	A	A	ATL	.. . . .	.45	1.10	
		SD.	3-5532.	9	100	A	A	ATL	.. . . .	.45	1.10	
SPARKFISH, S. D.	SFF	NO.	27.	3	200	C	C			No Service Available		
SPokane, WASH.	SGO	ND.	Madison 4-3213.	11,4,6,10,2	500	A	A	C	G	.60	1.60	
		UA.	Temple 8-8222.	9,5,6	300	A	A	C		.60	1.75	
		WC.	RI-7-7114	3	150	A	A	C		.60	1.75	
		AA.	8-3666.	250	200	C	A	C	G	.40	1.10	
SPRINGFIELD, ILL.	SFI	OZ.	8-9677.	3,54.	200	C		C		.40	1.10	
SPRINGFIELD, MASS.	BDL	EA.	Republic 7-3774	Served Through Hartford.					G	.65	1.25	
(Bradley Field)		EA.	Republic 2-6275	Served Through Hartford.						.65	1.25	
		PT.	Republic 4-5675	Served Through Hartford.						.65	1.25	
		UA.	National 3-4418	Served Through Hartford.						.65	1.25	
		TV. . . . .								.65	1.25	
SPRINGFIELD, MASS.	BAF	UA.	Republic 9-3851	5,9,10,15	4000	A	C			.65	1.25	
(Barnes Field)		NO.	Republic 7-0107	3	200	A	C	C		.65	1.25	
SPRINGFIELD, MO.	SOF	AA.	4-1871.	9	250	A	C	MKC	G	.40	1.10	
		DL.	4-7353.	9,3	200	A	C	MKC		.40	1.10	
		OZ.	4-6861.	3,54.	200	A	C	MKC		.40	1.10	
SPRINGFIELD, OHIO	SOH	LC.	Enterprise 3-6408	Served Through Dayton					LAG	No Service Available		
STAMFORD, CONN.	SOC	NY.	Davis 3-8785.	20.	200							
STATE COLLEGE, PA.	PSB	NY.	Philippine 3-2761.	3	100	C	C	ACA		.70	1.40	
STANTON, VA.	SHD	TC.	5132.	13.	200	C	C	AC		.35	.75	
STEAMBOAT, WIND.	YAT	WAR.	3-2144.	3,1,4	500	A	A					
STERLING, COLO.	STK	FL.	LA-2-5445	3	200					No Service Available		
STEVENS POINT, WIS.	STE	NO.	Diamond 4-2333.	3	200	C	C			No Service Available		
STILLMATER, OKLA.	SOK	CN.	Frontier 2-2647	3	200	C	C	DAL		No Service Available		
STOCKTON, CALIF.	SWC	FC.	Howard 4-2440	3	300	C	C	SFO		.80	1.85	
			Howard 6-9755	1	6000					No Service Available		
STUART, FLA.	SUA	TT.	WA-2-6200	3	150	C	C	MM		No Service Available		
STUTTGART, ARK.	STU	TC.	Osborne 4-2448.	22A	200	C	C	C		.50	1.00	
SUBURB, ONT.	YSB	See Duluth.			200					.70	.75	
SUPERIOR, WISC.	---	TC.	4546.	13,22A	200	C	C	C		.50	1.00	
SWIFT CURRENT, SASK.	SYM	TC.	Glennview 4-2423	9,5,10.	500	C	C	C	G	.45	1.25	
SYDNEY, N. S.	TQT	EA.	7,19.	200	C	C	C	C		.45	1.25	
SYRACUSE, N. Y.	STR	NO.	54-3251	9,3	200	C	C	C		.45	1.25	
		WA.	Highway 2-5188	6	200	C	C	AC		.65	1.75	
		WA.										
TACOMA, WASH.	SEA	EA.	3-2800.	19,9	200	A	A	PFN	G	.50	1.50	
TALLAHASSEE, FLA.	TIN	NA.	2-4410.	9	200	A	A	PFN		.50	1.50	
		CA. . . . .								.75	1.50	
TAMPA, FLA.	TPA	EA.	REWood 6-2461.	5,19,9,52,10.	200				G	.75	1.50	
		DL.	REWood 6-9447.	5,1A.	2000	A	A	AC		.75	1.50	
		NAT.	REWood 6-9833.	9,5,6,52.	400	A	A	AC		.75	1.50	
		NE.	REWood 6-2987.	6,22.	200	A	A	AC		.75	1.50	
		NW.		52.	200	A	A	AC		.75	1.50	
		RD.	REWood 6-1351.	1	200	A	A	AC		.75	1.50	
		TC.	Enterprise 5-7611	13,7A	200	A	A	AC		.75	1.50	
		TV.	Enterprise 6-108.	7	250	A	A	AC		.75	1.50	
TEMPLE, TEX.	TPL	ASA.	REWood 2-2151.	1	300	A	A	AT	G	.55	1.35	
		CO.	Ph-3-5222	3	150	A	C	SAT		.55	1.35	
		TT.	Ph-8-2777	3	200	C	C			.25	.60	
TERREACE, B. C.	YKT	CP.	152	3	200	C	C					
TERRE HAUTE, IND.	HUF	LCB.	1-6159.	3	200	A	C	EVV		No Service Available		
		TV.	Lincoln 1234.	19.	250	A	C	IGA		No Service Available		
TETERBORD, N. J.	TEB	NY.	2-4562.	19.	200	C	C	DAL		.50	1.10	
TEXARKANA, ARK.	TXK	BN.	2-4517.	3	150	C	C	DAL		.50	1.10	
		TT.										
THIEF RIVER FALLS, MINN.		NO.	Murdock 1-1223.	3	200	C	C			No Service Available		
THUNDERBAY, ONT.	TVF	TC.	1440.	22A	200	C	A	C	G	.45	1.50	
TOLDO, OHIO	TOL	CA.	Holland NW 7-2121.	3	150	C	A	C		.45	1.50	
		DL.	Holland 7-2369	9,3	300	C	A	C		.45	1.50	
		EA.	Holland 7-2311.	9,7,10.	200	C	A	C		.45	1.50	
		FT.	Cherry 4-4276	Served Through Detroit Mich.						.45	1.50	
		LC.	UN(Holland) 3-2358	3	250	C	A	C		.45	1.50	
		TV.	Cherry 4-4345	3,19.	200	C	A	C		.45	1.50	
		UA.	University 5-5261.	9,6,5	300	C	A	C		.45	1.50	
TONOPAH, NEV.	TPM	BL.	742	3	200	C	A	SFO		No Service Available		
TOPEKA, KAN.	TOP	CO.	Central	3	200	A	A	MKC	G	.55	1.25	
		AL.	Central 3-9671	9,5,52.	600	A	A	AC		.55	1.25	
TORONTO, ONT.	YYZ	CP.	Empire 8-3465	14A	500	A	AC	AC		.45	1.10	
		TC.	Empire 6-9471	12,13,7A,22A.	200	A	C	AC		.75	.75	
TRAIL, B. C.		See Castlegar	1386.	9	150	A	A	MKG		No Service Available		
TRAVERSE CITY, MICH.	TYC	CA.	Windsor 7-5955	3,4	150	C	A	PHL		.55	1.10	
TRIMONT, N. J.	TYM	NY.	Tukedo 2-4100	3	150	C	A					
		NY.	(Service Suspended)									
TUSCON, ARIZ.	TUS	AA.	Main 3-4911	5,10.	250	A	A	DUG	G	.78	1.50	
		FL.	Main 2-7447	3,9	200	A	A	DUG		.78	1.50	
		TV.	Main 3-5438	5,9,10,52	600	A	A	MKC	G	.50	1.25	
		BN.	Temple 8-3361	9	500	A	A	MKC		.50	1.25	
		CO.	Temple 5-7677	3,5,22.	200	A	A	MKC		.50	1.25	
		CN.	Temple 5-9521	3	200	A	A	MKC		.50	1.25	
		TV.	Temple 5-8431	8	250	A	A	MKC		.60	1.20	
TUPELO, MISS.	TUP	SD.	Vinewood 2-8700	3	100	C				.50	1.00	
TUSCALOOSA, ALA.	TCL	See Sheffield, Ala.	FL-2-3541	3	100	C				.50	1.00	
TUSCUMBIA, ALA.	MSL	WC.	REWood 3-6721.	3	150	C	A	DAL	G	.60	1.35	
TWIN FALLS, IDA.	TWF	TT.	4-9379.	3	200					No Service Available		
TYLER, TEX.	TYR	FC.	Howard 2-3742	3	200					No Service Available		
UKIAH, CALIF.	UKI	SD.										

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
URBANA, ILL.	CML	See Champaign, Ill.									
UTICA, N. Y.	UCA	MO.	6-9375.	9,3	200	C	C	C	G	.75	1.10
VAL D'OR, QUE.	YVO	NA.	2-4882	22A	200	C	C	C		.50	1.00
VALDOSTA, GA.	WLD	MO.	Cherry 2-8882	37	100	C	C	JAX		.60	1.35
		SO.	Cherry 2-8945	3	100	C	C	JAX		.60	1.35
VALENTINE, NEB.	VTH	FL.	82.	200				OMA		No Service Available	
VANCOUVER, B. C.	YVR	TC.	Tatlow 6301	12,13,3,7A,22A	200	C	C	C		.35	1.00
		UC.	Cheswood 8-2177	10,6,5	300	C	C	C		.45	.85
		CP.	Mitral 3-8211	3,6,9,34A	500	C	AC	C		.35	.85
VENTURA, CALIF.	OKR	See Oxnard, Calif.									
VERMILION, ILL.	VEL	FL.	973	3	200	C	A	DEN		No Service Available	
VERO BEACH, FLA.	VNB	EA.	Jordan 7-3456	19.	200	A	A	FBI		.35	.75
VICKSBURG, MISS.	VKS	SO.	550	3	100	C				.75	1.50
VICTORIA, B. C.	YVU	2-5147		200	C	C	C			.35	.75
VICTORIA, TEX.	AOE	TT.	HI-5-2341	3	150	C		SAT		No Service Available	
VIRGINIA BEACH, VA.	ORF	PI.	UL-5-4761	3				G			
VISALIA, CALIF.	VIS	UA.	Redwood 4-9293	9	200	C	C	LAX		No Service Available	
WACO, TEX.	ACT	BN.	PL4-3561	9	200	C	A	DAL		.55	1.25
		CO.	Plymouth 4-6618	3	200	C	A	DAL		.55	1.25
WALLA WALLA, WASH.	ALW	UA.	Jackson 5-5860	9	200	A	A	GEO		.75	1.35
		WC.	Jackson 9-0780	3	150	A	A	GEO		.75	1.35
WASHINGTON, D. C.	DCA	AA.	Executive 3-4460	9,5,15,10,50A,52.	6000	A	A	AC	G	.65	1.50
		AX-(Service Suspended).	District 7-9660	3,19,9						.65	1.50
		BN.	Sterling 3-6280	5,52.	500	A	A	AC		.65	1.50
		CA.	Sterling 3-3000	3,4,8,22.	250	A	A	AC		.65	1.50
		DL.	District 7-9640	9,10,8.	300	A	A	AC		.65	1.50
		EA.	Republic 7-6880	10,8,6,7,19,52.	300	A	A	AC		.65	1.50
		NA.	District 7-8909	9,5,6,10,52	400	A	A	AC		.65	1.50
		NE.	Sterling 3-3931	6,22.	200	A	A	AC		.65	1.50
		NN.	Sterling 3-9014	10,6.	200	A	A	AC		.65	1.50
		PA.	Republic 7-5700	50.	400	A	A	AC		.65	1.50
		PI.	District 7-1000	3	100	A	A	AC		.65	1.50
		RD.	Served Through Baltimore, Md.							.65	1.50
		TW.	Sterling 3-4221	8,7,19.	400	A	A	AC		.65	1.50
		UA.	Sterling 3-0895	9,10,6,5.	300	A	A	AC		.65	1.50
WATERLOO, IOWA.	ALO	BN.	Adams 4-6835	9	300	C	C	PIA		.55	1.35
		AD.	Adams 2-0042	3,54.	200	C	C	PIA		.55	1.35
WATERTOWN, N. Y.	ANT	EA.	Tennison 6-3311	19	200	C	C	A	G	.45	.85
		MO.	Tennison 6-0200	9,3	200	C	C	A		.45	.85
WATERTOWN, S. D.	ATT	NO.	Turner 6-5729	3	200	A	C	MSP		No Service Available	
WATERVILLE, ME.	WVL	TR.	Trinity 2-2133	3	200	C	C	RH		.35	.75
WATSON LAKE, T. T.	WLS	CP.	2-2096	1,3,6,9	200	C	C			No Service Available	
WAUSAU, WISC.	AUM	NO.	3400.	19.	200	C	A	JAX		No Service Available	
WAYCROSS, GA.	AYS	FL.	Weyer Care 2761	3	100	C	C	DCA		.70	1.40
WAYNESBORO, VA.	SHD	FL.	Normandy 2-2651	3	150	C	A	SEA		No Service Available	
WEST HELENA, ARK.	HEX	See Helena, Ark.									
WEST PALM BEACH, FLA.	PBI	DL.	JU-5-0621	10.	200	A	A	AC		.40	1.35
		EA.	Overland 3-0036	7,6,9,52,10	200	A	A	AC	G	.40	1.35
		NA.	Temple 7-7275	9	200	A	A	AC		.40	1.35
		RD.	Temple 3-2548	1,15.	6000	A	A	AC		.40	1.35
WESTFIELD, MASS.	WAF	See Springfield, Mass.									
WHEELING, W. VA.	NLO	AL.	Wooddale 944	3,19.	150	C	C	PIT	G	.50	1.10
		CA.	Wooddale 3308	3	150	C	C	PIT		.50	1.10
		TW.	Chesview 7-1500	19.	250	C	C	PIT		.50	1.10
WHITEHORSE, N. Y.	XXY	PA.	2191.	11.	600	C	C	C			
		CP.	2211.	3,6,9	200	C	C	C			
WHITE PLAINS, N. Y.	HPM	MO.	8-5555.	3	200	C		LGA		.60	1.20
		NY.	20.	200	C			LGA		.60	1.20
		PA (See New York)	ST-6-7341								
WHITE RIVER JCT., VT.	LEE	NE.	L2B 1040.	3	200	C	C	DTV		No Service Available	
WICHITA, KAN.	ICT	BN.	Wh-3-3284	9,1,3,52.	2000	A	A	MKC		.60	1.20
		CO.	Wh-3-4241	22,5.	200	A	A	MKC		.60	1.20
		CN.	Whitehall 3-3275.	3	200	A	A	MKC		.60	1.20
		OE.	Whitehall 3-4191.	3,54.	200	A	A	MKC		.60	1.20
WICHITA FALLS, TEX.	SFS	TW.	Alberst 5-9613	8,19.	200	C	A	DAL		.75	1.50
		BN.	322-5200.	3	200	A	A	DAL		.75	1.50
		CO.	32-2-3161	3	200	A	A	DAL		.75	1.50
WILKES-BARRE, PA.	AVP	AL.	Olympic 4-6708	9	250	C	C	PHL		.65	1.50
		EA.	Olympic 5-2772	3,19.	150	C	C	PHL		.65	1.50
		FL.	Olympic 4-6649	19.	200	C	C	PHL		.65	1.50
		TW.	Olympic 5-1171	19.	250	C	C	PHL		.65	1.50
WILLIAMS LAKE, B. C.	WYL	CP.	1,3,6,9	200							
WILLIAMSPORT, PA.	IPT	AL.	8-2416.	3,19.	150	A	C	PIT		.60	1.30
		CA.	8635.	3	150	A	C	PIT		.60	1.30
		TW.	8-8680.	250	A	C	PIT			.60	1.30
WILLISTON, N. D.	ISN	FL.	Greenfield 3-6019	3	200	A	A	GPK		No Service Available	
WIMBINGTON, CALIF.	WMB	LK.	20.	200				LAX			
WIMBINGTON, DEL.	ILG	AA.	East 8-4191	9	250	A	A	C	G	.65	1.55
		EA.	East 8-3190	3	150	A	A	C		.65	1.55
		EA.	East 8-5671	19.	200	A	A	C		.65	1.55
WIMBINGTON, N. C.	DMN	NA.	Roger 3-6232	9	200	A	C	C	G	.55	1.50
		PI.	Roler 3-1606	3	100	A	C	C	G	.55	1.50
WINDSOR, ONT.	YQG	AA.	Woodward 5-1000	Served Through Detroit, Mich.						No Service Available	
WINNIPEG, MAN.	YWG	TC.	Clemence 4-1111	22A	200	C	C	C		.35	1.00
		CP.	Whitehall 3-8421	14A	200	C	AC	C		.35	.75
		TC.	93-9361	12,13,3,22A	200	C	C	C		.35	.75
		NW.	67921	4,6	200	C	C	C		.35	.75
WINONA, MINN.	OMA	NO.	8-2144.	3	200	C	C			No Service Available	
WINSTON, ARIZ.	INW	FL.	911	3	150	A	A	C	G	.55	1.10
WINSTON-SALEM, N. C.	INT	EA.	4-9382	3,22.	200	C	A	C		.55	1.10
		PI.	PA-6071	19.	200	A	A	C		.55	1.10
		EA.	Park 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WISC.	STP	See Stevens Point, Wisc.									
WOLF RIDE, MONT.	OLF	FL.	665	3	200	C	A	OTF		No Service Available	
WONSOCKET, R. I.	WFS	NE.	Poplar 3-6230	3	200	C		PVD		No Service Available	
WORCESTER, MASS.	OWB	NE.	Pleasant 7-6367	9,3	200	A	C	C	G	.45	1.45
		MO.	Swift 9-4631	3	200	A	C	C		.45	1.45
WORLD, WYO.	WRL	FL.	First 7-2142	3	200	C	C	OTF		No Service Available	
WORTHINGTON, MINN.	WTO	NO.	3-6655.	3	200	C	C			No Service Available	
YAKIMA, WASH.	YKM	NW.	Glencourt 3-9934	4	200	A	A	SEA	G	.75	1.50
		WC.	Glencourt 8-3100	3	150	A	A	SEA		.75	1.50
YAKUTAT, ALASKA.	YAK	NW.	4	16.	200					.60	1.00
YAKUTON, S. D.	YKN	NO.	North 5-7109.	3	200					No Service Available	
YAKUTON, N. S.	YJN	TC.	1277.	22A	200	C	C	C		.35	.75
YORKTON, SASK.	YJW	TC.	34611	3	200	C	C	C		.35	.75
YOUNGSTOWN, OHIO	YNG	CA.	Liberty 5-9413	3,4	250	A	C	CAK	G	.50	1.60
		IC.	Liberty 5-2511	3	200	A	C	CAK		.50	1.60
		UA.	Liberty 5-9744	9	300	A	C	CAK		.50	1.60
YUBA CITY, CALIF.	MYV	See Marysville, Calif.									
YUMA, ARIZ.	YUM	FL.	Sheet 2-1871	3,54.	200	A	C	SAN		.45	.85
ZANESVILLE, OHIO	ZVZ	IC.	Oldstone 2-7561	3	200	C					

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Flowers.....	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.....	Capital.....	
Cut or uncut flowers and nursery stock.....	All points.....	West Coast..	
Live Animals.....	Through Chicago.....	Ozark.....	
Live Animals.....	All points.....	Trans-Texas.	Applies to Excess Baggage and Air Express, June 1-Oct. 1.
Meat, Meat Products.....	Off Line points within Mexico.....	AA.....	

CARRIER SERVICES

Carriers	Air Freight Services					Equipment		Protective Services				Special Services					
	Pick-up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck	Note 3	Combination Aircraft	All Cargo Aircraft	Speedpak	Attendants Note 1				Signature Service	"PR" or "HOLD"	Household Goods	Assembly or Distribution
										Armed Guards	Human Remains	Live Animals	Any Shipments				
ALASKA AIRLINES, INC.	X	X	X	X	X		X				X	X		X	X	X	X
ALLEGHENY AIRLINES, INC.	X	X	X	X	X		X							X	X	X	X
AMERICAN AIRLINES, INC.	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X
BONANZA AIR LINES, INC.	X	X	X	X	X		X							X	X	X	X
BRANIFF AIRWAYS, INC.	X	X	X	X	X		X	X		X	X	X	X	X	X	X	X
CANADIAN PACIFIC AIRLINES, INC.	X	X			X		X	X						X	X	X	X
CAPITAL AIRLINES, INC.	X	X		X	X		X							X	X	X	X
CARIBBEAN ATLANTIC AIRLINES, INC.	X	X			X		X							X	X	X	X
CENTRAL AIRLINES, INC.	X	X			X		X							X	X	X	X
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X
DELTA AIR LINES, INC.	X	X			X		X	X		X	X	X	X	X	X	X	X
EASTERN AIR LINES, INC.	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X
ELLIS AIR LINES	X	X			X		X							X	X	X	X
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X	X		X	X	X		X	X	X	X
FRONTIER AIRLINES, INC.	X	X			X		X							X	X	X	X
HAWAIIAN AIRLINES, LTD.	X	X			X	X	X	X		X	X	X	X	X	X	X	X
MOHAWK AIRLINES, INC.	X	X	X	X	X		X							X	X	X	X
NATIONAL AIRLINES, INC.	X	X		X	X		X			X	X	X	X	X	X	X	X
NEW YORK AIRWAYS, INC.	X	X			X		X	X			X	X		X	X	X	X
NORTH CENTRAL AIRLINES, INC.	X	X			X		X							X	X	X	X
NORTHEAST AIRLINES, INC.	X	X			X		X							X	X	X	X
NORTHERN CONSOLIDATED AIRLINES	X	X			X		X							X	X	X	X
NORTHWEST AIRLINES, INC.	X	X		X	X	X	X	X						X	X	X	X
OZARK AIR LINES, INC.	X	X			X		X							X	X	X	X
PACIFIC AIRLINES, INC.	X	X			X		X							X	X	X	X
PACIFIC NORTHERN AIRLINES, INC.	X	X			X		X		X					X	X	X	X
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X			X	X	X	X		X	X	X	X	X	X	X	X
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X			X	X	X	X		X	X	X	X	X	X	X	X
PIEDMONT AVIATION, INC.	X	X		X	X		X							X	X	X	X
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X			X	X	X	X	X	X	X	X
SEABOARD & WESTERN AIRLINES, INC.	X	X			X		X	X						X	X	X	X
SOUTHERN AIRWAYS, INC.	X	X			X		X	X						X	X	X	X
TRANS-CANADA AIR LINES	X	X			X		X	X						X	X	X	X
TRANS CARIBBEAN AIRWAYS	X	X			X		X							X	X	X	X
TRANS-TEXAS AIRWAYS	X	X		X	X		X							X	X	X	X
TRANS WORLD AIRLINES, INC.	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X
UNITED AIR LINES, INC.	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X
WEST COAST AIRLINES, INC.	X	X			X		X							X	X	X	X
WESTERN AIR LINES, INC.	X	X		X	X		X							X	X	X	X
WIEN ALASKA AIRLINES, INC.	X	X			X		X	X		X	X	X	X	X	X	X	X

Note 1 - Attendants carried on all cargo aircraft only.

Note 2 - Applicable to CPA and TCA in Canada only.

Note 3 - Services offered: AA - Committed Air Freight;

PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

- the Greyhound carrier's inter-city rate;
- the airline's inter-city rate;
- the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT CHARTS

13

CANADAIR NORTH STAR (COMBINATION)

		HEIGHT (IN INCHES)																															
		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60		
WIDTH (IN INCHES)	2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	8	124	122	122	120	120	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	10	124	122	122	120	120	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	12	122	120	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	14	122	120	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	16	120	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	18	120	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34																		
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34																		
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34																		
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32																		
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32																		
FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH																																	

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

12 CANADAIR NORTH STAR (ALL-CARGO)

	HEIGHT (IN INCHES)											
	30	48	62	67	68	69	70	71	71½			
1	372	372	312	251	239	227	209	190	166			
2	372	372	290	238	226	215	199	183	158			
3	372	350	269	227	215	205	190	175	151			
4	372	330	255	216	205	196	181	168	146			
5	372	310	243	205	195	189	174	161	143			
6	372	293	231	196	187	181	167	155	140			
7	352	280	220	188	180	174	160	149	122			
8	332	266	210	180	173	167	154	144	104			
9	313	255	201	173	167	162	147	140	96			
10	295	244	192	167	162	155	140	137	91			
11	278	235	185	161	157	150	135	133	88			
12	262	225	179	157	152	149	130	130				
13	249	217	173	152	146	140	124	115				
14	236	208	167	147	141	135	119	107				
15	226	200	162	143	136	130	114	100				
16	216	193	151	138	132	125	109	95				
17	206	186	151	134	128	121	105	89				
18	196	180	147	130	123	117	101					
19	190	174	142	125	119	113	98					
20	183	168	136	122	115	109	94					
21	175	163	134	118	111	105	90					
22	169	158	130	114	107	102						
23	163	153	127	111	104	99						
24	156	146	124	108	101	96						
25	153	144	121	105	98	92						
26	149	139	117	102	95							
27	144	135	114	100								
28	139	131	111	98								
29	135	127	108									
30	132	124	103									
31	128	120	102									
32	124	117	100									
33	121	113										
34	117	110										
35	114	107										

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart I-A)

	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
75	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	78
15	78	78	78	78	78	78	78	78	78	78
16	78	78	78	78	78	78	78	78	78	78
17	78	78	78	78	78	78	78	78	78	78
18	78	78	78	78	78	78	78	78	78	78
19	78	78	78	78	78	78	78	78	78	78
20	78	78	78	78	78	78	78	78	78	78
22	78	78	78	78	78	78	78	78	78	78
24	78	78	78	78	78	78	78	78	78	78
26	78	78	78	78	78	78	78	78	78	78
28	78	78	78	78	78	78	78	78	78	78
30	78	78	78	78	78	78	78	78	78	78

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

I-A CURTISS C-46R (All Cargo) APPLICABLE TO DL ONLY

INCH		HEIGHT (INCHES)																											
		8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72										
WIDTH (INCHES)	14	389	369	389	389	389	389	389	389	389	389	389	389	389	337	121	184	144	94	74									
	18	334	342	334	342	342	342	342	342	342	342	342	342	342	191	198	188	164	184	63									
	22	309	309	309	309	309	309	309	309	309	309	309	309	309	259	182	151	103	73	54									
	26	278	278	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	69									
	30	247	247	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57									
	34	223	223	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49									
	38	206	206	206	206	206	206	206	206	206	206	206	206	206	177	144	144	103	70	44									
	42	192	192	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*									
	46	176	176	176	176	176	176	176	176	176	176	176	176	176	151	121	122	75	56	*									
	50	165	165	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*									
54	151	151	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*										
58	139	139	139	139	139	139	139	139	139	139	139	139	139	119	85	85	44	41	*										
62	130	130	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*										
66	120	120	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*										
70	111	111	111	111	111	111	111	111	111	111	111	111	111	76	55	55	45	*	*										
74	99	99	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*										
78	75	75	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*										
82	75	75	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*										
86	75	75	75	75	75	75	75	75	75	75	75	75	75	65	54	54	45	*	*										
90	75	75	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*										
94	75	75	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*										
98	74	74	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*										
102	72	72	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*										
106	72	72	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*										

AIRCRAFT CHARTS

14 DOUGLAS C-47 (ALL CARGO)

WIDTH OR HEIGHT
(IN INCHES)

WIDTH ONLY
(IN INCHES)

		40	44	48	52	56	60	64	68	72	76	80	84
HEIGHT OR WIDTH (IN INCHES)	2	366	366	366	357	357	357	357	353	189	129	109	101
	4	362	362	357	357	357	357	353	237	161	129	109	97
	6	362	357	357	357	357	353	297	177	129	117	97	85
	16	357	357	357	357	353	323	133	117	105	93	81	69
	20	357	357	357	353	277	253	153	117	105	93	81	69
	24	325	309	305	285	253	213	117	109	97	85	81	69
	28	273	265	253	237	217	153	109	97	89	81	81	69
	32	233	229	217	197	177	121	105	93	85	81	81	69
	36	201	197	189	177	153	117	105	89	85	81	81	69
	40	177	173	169	157	141	105	105	85	85	81	81	69
	44	173	161	157	145	129	105	101	85	81	81	77	69
	48	169	133	133	129	117	105	93	81	81	77	77	69
	52	117	117	117	117	109	105	85	81	81	77	77	69
56	97	97	97	97	97	85	69	69	69	69	69	69	

**FIND LENGTH (IN INCHES) AT INTERSECTION
OF HEIGHT AND WIDTH**

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

9 CONSOLIDATED CONVAIR

Applicable to NA and TW

FIRST DIMENSION (IN INCHES)

Second Dimension (In Inches)		5	10	15	20	25	30	35	40	45
	5	80	80	80	80	80	80	80	80	80
	10		80	80	80	80	80	80	80	80
	15			72	75	75	75	75	75	73
	20				70	70	70	70	70	70
	25					60	70	70	70	55
	30						55			

FIND THIRD DIMENSION (IN INCHES)
AT INTERSECTION OF FIRST
AND SECOND DIMENSIONS

9

FIRST DIMENSION (IN INCHES)

[illegible]

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

AIRCRAFT CHARTS

2

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
16								550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
18									550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
20										550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
22											550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
24												550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
26													550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
28														550	550	550	550	550	550	550	550	550	550	550	550	550	550
30															550	550	550	550	550	550	550	550	550	550	550	550	550
32																550	550	550	550	550	550	550	550	550	550	550	550
34																	550	550	550	550	550	550	550	550	550	550	550
36																		550	550	550	550	550	550	550	550	550	550
38																			550	550	550	550	550	550	550	550	550
40																				550	550	550	550	550	550	550	550
42																					550	550	550	550	550	550	550
44																						550	550	550	550	550	550
46																							550	550	550	550	550
48																								550	550	550	550
50																									550	550	550
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84																											
86																											
88																											
90																											
92																											
94																											

	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	58	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2 4 6	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8 10 12	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14 16 18	476	470	462	448	431	421	290	195	178	167	161	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	118
	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	119
	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20 22 24	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
	317	304	290	275	261	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26 28 30	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32 34 36	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	114	113	112	111	110	109	108
	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	112	111	110	109	108	107	106
	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	110	109	108	107	106	105
38 40 42	225	216	208	201	192	182	156	139	133	128	124	121	118	117	116	115	114	113	112	111	110	109	108	107	106	105	104
	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	105	104	103
	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	107	106	105	104	103	102	101
44 46 48	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
	186	180	175	168	162	155	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	100	99	99
	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	100	99	99	99
50 52 54	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99	99	99
	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	102	102	101	100	100	99	99	99
56 58 60	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100	100	99	99	99	99
	142	138	134	129	127	123	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100	100	99	99	99	99	99
	134	130	125	123	121	119	119	116	113	111	109	107	105	104	103	102	101	100	99	99	99	99	99	99	99	99	99
62 64 66			126	121	119	119	115	112	109	107	105	103	101	100	99	98	98	97	96	95							
			117	114	114	111	107	105	102	100	98	96	94	92	90	89	88	87	86	85							
			111	111	111	108	105	102	100	98	96	94	92	90	89	88	87	86	85	84							

AIRCRAFT CHARTS

6

DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LA, NA, NE, NW, PAA, SAB, SR, UA
FIRST DIMENSION (IN INCHES)

Line	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87	90	93	96	99	102	105	108	111	114	117	120	123	126	129	132	135	138	141	144	147	150	153	156	159	162	165	168	171	174	177	180	183	186	189	192	195	198	201	204	207	210	213	216	219	222	225	228	231	234	237	240	243	246	249	252	255	258	261	264	267	270	273	276	279	282	285	288	291	294	297	300	303	306	309	312	315	318	321	324	327	330	333	336	339	342	345	348	351	354	357	360	363	366	369	372	375	378	381	384	387	390	393	396	399	402	405	408	411	414	417	420	423	426	429	432	435	438	441	444	447	450	453	456	459	462	465	468	471	474	477	480	483	486	489	492	495	498	501	504	507	510	513	516	519	522	525	528	531	534	537	540	543	546	549	552	555	558	561	564	567	570	573	576	579	582	585	588	591	594	597	600	603	606	609	612	615	618	621	624	627	630	633	636	639	642	645	648	651	654	657	660	663	666	669	672	675	678	681	684	687	690	693	696	699	702	705	708	711	714	717	720	723	726	729	732	735	738	741	744	747	750	753	756	759	762	765	768	771	774	777	780	783	786	789	792	795	798	801	804	807	810	813	816	819	822	825	828	831	834	837	840	843	846	849	852	855	858	861	864	867	870	873	876	879	882	885	888	891	894	897	900	903	906	909	912	915	918	921	924	927	930	933	936	939	942	945	948	951	954	957	960	963	966	969	972	975	978	981	984	987	990	993	996	999	1002	1005	1008	1011	1014	1017	1020	1023	1026	1029	1032	1035	1038	1041	1044	1047	1050	1053	1056	1059	1062	1065	1068	1071	1074	1077	1080	1083	1086	1089	1092	1095	1098	1101	1104	1107	1110	1113	1116	1119	1122	1125	1128	1131	1134	1137	1140	1143	1146	1149	1152	1155	1158	1161	1164	1167	1170	1173	1176	1179	1182	1185	1188	1191	1194	1197	1200	1203	1206	1209	1212	1215	1218	1221	1224	1227	1230	1233	1236	1239	1242	1245	1248	1251	1254	1257	1260	1263	1266	1269	1272	1275	1278	1281	1284	1287	1290	1293	1296	1299	1302	1305	1308	1311	1314	1317	1320	1323	1326	1329	1332	1335	1338	1341	1344	1347	1350	1353	1356	1359	1362	1365	1368	1371	1374	1377	1380	1383	1386	1389	1392	1395	1398	1401	1404	1407	1410	1413	1416	1419	1422	1425	1428	1431	1434	1437	1440	1443	1446	1449	1452	1455	1458	1461	1464	1467	1470	1473	1476	1479	1482	1485	1488	1491	1494	1497	1500	1503	1506	1509	1512	1515	1518	1521	1524	1527	1530	1533	1536	1539	1542	1545	1548	1551	1554	1557	1560	1563	1566	1569	1572	1575	1578	1581	1584	1587	1590	1593	1596	1599	1602	1605	1608	1611	1614	1617	1620	1623	1626	1629	1632	1635	1638	1641	1644	1647	1650	1653	1656	1659	1662	1665	1668	1671	1674	1677	1680	1683	1686	1689	1692	1695	1698	1701	1704	1707	1710	1713	1716	1719	1722	1725	1728	1731	1734	1737	1740	1743	1746	1749	1752	1755	1758	1761	1764	1767	1770	1773	1776	1779	1782	1785	1788	1791	1794	1797	1800	1803	1806	1809	1812	1815	1818	1821	1824	1827	1830	1833	1836	1839	1842	1845	1848	1851	1854	1857	1860	1863	1866	1869	1872	1875	1878	1881	1884	1887	1890	1893	1896	1899	1902	1905	1908	1911	1914	1917	1920	1923	1926	1929	1932	1935	1938	1941	1944	1947	1950	1953	1956	1959	1962	1965	1968	1971	1974	1977	1980	1983	1986	1989	1992	1995	1998	2001	2004	2007	2010	2013	2016	2019	2022	2025	2028	2031	2034	2037	2040	2043	2046	2049	2052	2055	2058	2061	2064	2067	2070	2073	2076	2079	2082	2085	2088	2091	2094	2097	2100	2103	2106	2109	2112	2115	2118	2121	2124	2127	2130	2133	2136	2139	2142	2145	2148	2151	2154	2157	2160	2163	2166	2169	2172	2175	2178	2181	2184	2187	2190	2193	2196	2199	2202	2205	2208	2211	2214	2217	2220	2223	2226	2229	2232	2235	2238	2241	2244	2247	2250	2253	2256	2259	2262	2265	2268	2271	2274	2277	2280	2283	2286	2289	2292	2295	2298	2301	2304	2307	2310	2313	2316	2319	2322	2325	2328	2331	2334	2337	2340	2343	2346	2349	2352	2355	2358	2361	2364	2367	2370	2373	2376	2379	2382	2385	2388	2391	2394	2397	2400	2403	2406	2409	2412	2415	2418	2421	2424	2427	2430	2433	2436	2439	2442	2445	2448	2451	2454	2457	2460	2463	2466	2469	2472	2475	2478	2481	2484	2487	2490	2493	2496	2499	2502	2505	2508	2511	2514	2517	2520	2523	2526	2529	2532	2535	2538	2541	2544	2547	2550	2553	2556	2559	2562	2565	2568	2571	2574	2577	2580	2583	2586	2589	2592	2595	2598	2601	2604	2607	2610	2613	2616	2619	2622	2625	2628	2631	2634	2637	2640	2643	2646	2649	2652	2655	2658	2661	2664	2667	2670	2673	2676	2679	2682	2685	2688	2691	2694	2697	2700	2703	2706	2709	2712	2715	2718	2721	2724	2727	2730	2733	2736	2739	2742	2745	2748	2751	2754	2757	2760	2763	2766	2769	2772	2775	2778	2781	2784	2787	2790	2793	2796	2799	2802	2805	2808	2811	2814	2817	2820	2823	2826	2829	2832	2835	2838	2841	2844	2847	2850	2853	2856	2859	2862	2865	2868	2871	2874	2877	2880	2883	2886	2889	2892	2895	2898	2901	2904	2907	2910	2913	2916	2919	2922	2925	2928	2931	2934	2937	2940	2943	2946	2949	2952	2955	2958	2961	2964	2967	2970	2973	2976	2979	2982	2985	2988	2991	2994	2997	3000	3003	3006	3009	3012	3015	3018	3021	3024	3027	3030	3033	3036	3039	3042	3045	3048	3051	3054	3057	3060	3063	3066	3069	3072	3075	3078	3081	3084	3087	3090	3093	3096	3099	3102	3105	3108	3111	3114	3117	3120	3123	3126	3129	3132	3135	3138	3141	3144	3147	3150	3153	3156	3159	3162	3165	3168	3171	3174	3177	3180	3183	3186	3189	3192	3195	3198	3201	3204	3207	3210	3213	3216	3219	3222	3225	3228	3231	3234	3237	3240	3243	3246	3249	3252	3255	3258	3261	3264	3267	3270	3273	3276	3279	3282	3285	3288	3291	3294	3297	3300	3303	3306	3309	3312	3315	3318	3321	3324	3327	3330	3333	3336	3339	3342	3345	3348	3351	3354	3357	3360	3363	3366	3369	3372	3375	3378	3381	3384	3387	3390	3393	3396	3399	3402	3405	3408	3411	3414	3417	3420	3423	3426	3429	3432	3435	3438	3441	3444	3447	3450	3453	3456	3459	3462	3465	3468	3471	3474	3477	3480	3483	3486	3489	3492	3495	3498	3501	3504	3507	3510	3513	3516	3519	3522	3525	3528	3531	3534	3537	3540	3543	3546	3549	3552	3555	3558	3561	3564	3567	3570	3573	3576	3579	3582	3585	3588	3591	3594	3597	3600	3603	3606	3609	3612	3615	3618	3621	3624	3627	3630	3633	3636	3639	3642	3645	3648	3651	3654	3657	3660	3663	3666	3669	3672	3675	3678	3681	3684	3687	3690	3693	3696	3699	3702	3705	3708	3711	3714	3717	3720	3723	3726	3729	3732	3735	3738	3741	3744	3747	3750	3753	3756	3759	3762	3765	3768	3771	3774	3777	3780	3783	3786	3789	3792	3795	3798	3801	3804	3807	3810	3813	3816	3819	3822	3825	3828	3831	3834	3837	3840	3843	3846	3849	3852	3855	3858	3861	3864	3867	3870	3873	3876	3879	3882	3885	3888	3891	3894	3897	3900	3903	3906	3909	3912	3915	3918	3921	3924	3927	3930	3933	3936	3939	3942	3945	3948	3951	3954	3957	3960	3963	3966	3969	3972	3975	3978	3981	3984	3987	3990	3993	3996	3999	4002	4005	4008	4011	4014	4017	4020	4023	4026	4029	4032	4035	4038	4041	4044	4047	4050	4053	4056	4059	4062	4065	4068	4071	4074	4077	4080	4083	4086	4089	4092	4095	4098	4101	4104	4107	4110	4113	4116	4119	4122	4125	4128	4131	4134	4137	4140	4143	4146	4149	4152	4155	4158	4161	4164
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AIRCRAFT CHARTS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

		FIRST DIMENSION (IN INCHES)															
		2	12	13	16	18	21	24	26	28	29	30	30	30	30	30	30
SECOND DIMENSION (IN INCHES)	2	312	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	3	312	300	266	220	220	200	200	200	200	200	200	200	200	200	200	200
	4	300	300	200	200	200	200	200	200	200	200	200	200	200	200	200	200
	6	300	202	170	170	170	170	170	170	170	170	101	100	100	100	100	100
	8	300	177	152	152	152	152	152	152	152	152	100	100	100	100	100	100
	9	300	158	137	137	137	137	137	137	137	137	100	100	100	100	100	100
	10	300	158	137	137	137	137	137	137	137	137	100	100	100	100	100	100
	12	300	142	128	124	124	124	124	124	124	124	100	100	100	100	100	100
	13	300	128	114	114	114	114	114	114	114	114	100	100	100	100	100	100
	14	300	128	114	114	114	114	114	114	114	114	100	100	100	100	100	100
	16	300	124	114	108	108	108	108	108	108	108	100	100	100	100	100	100
	18	300	124	114	108	108	108	108	108	108	108	100	100	100	100	100	100
	19	300	124	114	108	104	104	104	104	104	104	100	100	100	100	100	100
	20	300	124	114	108	104	104	104	104	104	104	100	100	100	100	100	100
	21	300	124	114	108	104	101	101	101	101	101	60	60	60	60	60	60
	22	300	124	114	108	104	100	100	100	100	100	60	60	60	60	60	60
	23	300	124	114	108	104	100	80	80	80	42	42	29				
	24	300	124	114	108	104	100	52	48	45	42	42	29				
	25	300	124	114	108	104	100	48	29	29	29	29	29				
	26	300	124	114	108	104	100	48	29	29	29	29	29				
	28	300	124	114	108	104	100	45	29	29	29	29	29				
	29	300	100	100	100	100	60	42	29	29							
	32	100	100	100	100	100	60	29									
	40	100	100	100	100	100	60										

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44	
	26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46	
	24	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50		
	22	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51		
	20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61	
	18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69	
	16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	72	
	14	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75	
	12	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
	10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
	5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
		5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51	

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	8	9	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	40
	8	370	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	9	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	20	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	22	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	24	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	26	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	28	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	30	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	32	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	34	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	36	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

	6	7	8	9	10	11	12	13	14	16	17	18	20	21	22	23			
6	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
7	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
8	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
9	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
10	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
12	170	170	170	170	170	170	170	165	160	155	145	130	110	95	85	75	70	68	55
14	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	68	55
16	170	170	170	170	170	170	170	165	160	150	140	125	105	95	85	75	70	68	55
18	170	170	170	170	170	170	170	165	160	150	130	110	105	100	90	75	70	68	55
20	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
22	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
24	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
26	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
28	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
30	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
32	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
34	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
36	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
38	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
40	170	170	170	170	170	170	170	165	160	150	130	110	105	95	85	75	70	68	55
41	170	145	136	130	120	115	110	105	100	90	85	78	68	60	55				

AIRCRAFT CHARTS

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

Line	3	8	9	12	15	18	20	30	40	50	53
3	A	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
28	A	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	40	40
	C	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	40	40
	C	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—
	C	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22

VISCOUNT

Not Applicable to TC

FIRST DIMENSION (IN INCHES)

	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
SECOND DIMENSION (IN INCHES)	10	46	46	46	46	37	37	35	35	18	18	18	18	18	18	18	18	18
	12	46	46	46	46	36	36	35	35	18	18	18	18	18	18	18	18	18
	14	46	46	46	46	35	35	35	35	18	18	18	18	18	18	18	18	18
	16	46	45	45	45	35	35	35	35	18	18	18	18	18	18	18	18	18
	18	46	40	40	40	35	35	35	35	18	18	18	18	18	18	18	18	18
	20	46	36	36	36	31	18	18	18	18	18	18	18	18	18	18	18	15
	22	46	36	33	29	21	18	18	18	18	18	18	18	18	18	15	15	15
	24	46	36	30	27	21	18	18	18	18	18	18	18	18	18	15	15	15
	26	46	36	28	24	21	18	18	18	18	18	18	18	18	18	18	18	18
	28	46	36	26	21	21	18	18	18	18	18	18	18	18	18	18	18	18
	30	46	36	24	21	21	18	18	18	18	18	18	18	18	18	18	18	18
	32	46	31	23	21	19	18	18	18	18	15	15	15	15	15	15	15	15
	34	46	31	21	21	18	18	18	18	18	15	15	15	15	15	15	15	15
	36	35	31	20	20	18	16	16	16	15	12	12	12	12	12	12	12	12
	38	35	19	19	19	18	15	15	15	15	15	15	15	15	15	15	15	15

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

50C

BOEING 720

WIDTH IN INCHES

	4	8	12	16	20	24	28	32	36	40	44	48
HEIGHT IN INCHES	(252) (226) (207) (189)											
	256	240	218	203	188	176	164	156	149	139	131	120
	(247) (220) (201) (184)											
	253	220	205	193	180	170	158	152	145	135	128	118
	(247) (241) (213) (194) (178)											
	219	208	193	182	172	162	153	147	140	131	124	115
	(242) (231) (207) (187) (172)											
	208	200	183	172	163	155	147	141	134	125	119	112
	(233) (219) (198) (179) (165)											
	205	184	171	162	154	147	141	134	127	118	112	107
	(220) (204) (192) (170) (156)											
	189	170	160	152	145	140	133	125	119	110	104	99
	(203) (193) (182) (159) (147)											
	168	155	146	141	136	132	121	113	107	100	95	89
	(191) (184) (169) (145) (135)											
	150	141	134	127	120	112	105	98	92	88	83	78
	(184) (171) (151) (127) (120)											
	131	123	117	110	101	94	88	81	76	72	68	50
	(174) (153) (129) (105) (98)											
	118	110	102	93	84	76	68	62	58	54	54	54
	(158) (130) (104) (83)											
	(129) (100) (82)											
	(89)											
	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parentheses () can be used only if cargo is inserted diagonally through the door.

22A

VICKERS VISCOUNT

Applicable Only To TC

	50	52	54	56	58	60	65	70	75	80	85	90	95	100
8	36	36	36	36	36	36	20	20	18	18	18	18	18	18
10	35	35	35	35	35	20	20	20	18	18	18	18	18	18
12	35	35	35	35	20	20	20	20	18	18	18	18	18	17
14	35	35	35	20	20	20	20	19	18	18	18	18	17	17
16	34	34	20	20	20	20	20	19	18	18	18	17	17	17
18	33	20	20	20	20	20	20	19	18	17	17	17	17	17
20	32	20	20	20	20	20	19	19	17	17	17	17	16	16
22	30	20	20	19	19	19	19	18	17	17	16	16	15	15
24	27	19	19	19	19	19	19	18	17	16	15	15	15	15
26	25	19	19	19	19	19	18	17	16	15	15	15	15	15
28	21	19	19	18	18	18	18	16	15	15	15	15	15	15
30	19	19	19	18	18	18	18	15	15	15	15	15	15	15
32	18	18	18	18	18	18	17	15	15	15	15	15	15	15
34	18	18	18	17	17	17	17	15	15	15	15	15	15	15
36	17	17	17	17	17	17	17	15	15	15	15	15	15	15
38	15	15	15	15	15	15	15	15	15	15	15	15	15	15

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.

AC-Accepted on ALL-CARGO aircraft only.

N-Not accepted.

Ⓢ-Air Express only.

Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-6)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bees	A(2)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	Ⓢ
Chinchillas	AC(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Dogs	A(2-4)	N	N	AC(2)	N	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(2)	N	N	A(2-9-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	N	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(2)	A(2-20)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2-6)	N
Orangoutangs	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Pets, small	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Poultry	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Gooslings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poult (except turkey)	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poult, turkey	AC(2-16-18)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Reptiles	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodents	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
EXCEPTIONS											
Coypu (Nutria)	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Mice	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Rats	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Skunks, pet	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Worms	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
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N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follow charts.

	PT	LC(E)	LC(E)	MO	NA	NE	NO	NW	NY	QZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	N	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	N	A(3-31)	N	A(2-41)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	N	N	N	A(2-4-41)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	A(2-41)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Parakeets	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(29-7)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	N	A(3-31)	N	AC(2-16-41)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(29-7)	A(3-31)	A(2)	A(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50m)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50-23-26)	A(2-9)	A(2-9)
Lobsters	A(50m)	A(50m)	A(50m)	A(50m)	A(50m)	A(3-50m)	(E)	A(50m)	A(50m)	A(50m)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50m)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3-50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	N	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Cattle, unweaned	A(3)	N	N	N	N	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(29-7)	A(3-31)	N	A(2-41)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	N	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(29-7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	N	A(3-31)	(E)	A(2-41)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Ducklings	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Gooslings	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poulters (except turkey)	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poulters, turkey	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	N	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Coyote (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-41)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	N	A(3-31)	N	A(2-41)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	N	A(3-31)	N	A(2-41)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(29-7)	A(3-31)	N	A(2-41)	A(2)	N
Snakes, non-venomous and harmless	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	(E)	A(2-41)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-31)	(E)	A(2-23-26)	A(2-6)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
⑤-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	PD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	AC(2)	A(2-20)	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-20)	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	⑤	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	⑤	AC(2)	AC(2-42a)	A(2-20)	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	AC(2-42a)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	⑤	AC	AC(2-19)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42)	AC(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42)	A(2-23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a)	A(9)	N
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	⑤	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	⑤	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	⑤	A(50a)	N	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	⑤	A(50)	A(50-23-27)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Hamsters	A(2-30)	N	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	A(2)
Hippos	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A	N
Orangutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2)	A(2-8-23-27)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2)	A(2-8-23-27)	A(2-20)	N
Gooslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2)	A(2-8-23-27)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	A(2)
EXCEPTIONS											
Copys (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	AC(2-42a)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	AC(2-42a)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(3)	N	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	A(3)	N	N	N	N	N	AC(2)	AC(2-6)	N	N
Voives	A(2-30)	N	N	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	N	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
Ⓢ-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BW	CA	CO	CN	DL	EA	FL	FT	IX [Ⓢ]	LC [Ⓢ]	MO	NA	
Alcoholic Beverages . .	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)	
Automobiles, uncrated . .	AC	N	N	AC	N	N	N	AC	AC	N	A	H	N	N	N	
Eggs, raw poultry . . .	A	A	A	A(2)	AC	A	A	A	A	A	A	A	A	N	A	
Etiologic Agents	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N	
Fabrics, in rolls	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)	
Flowers, in boxes:																
Not over 36" in length . .	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Not over 44" in length . .	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)	
Not over 48" in length . .	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)	
Not over 60" in length . .	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	N	
over 60" in length	A	N	N	AC	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	N	
Foods, perishable	A	A	A	A	A	A	A	A	A	A	A	A	A	N	N	
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A	
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A	
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A	
Garments:																
Not boxed or crated . .	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N	
On hangers or racks . .	N	N	N	N	AC	AC	N	N	AC	N	N	A	N	N	N	
Glass, thermo-pane . . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	
Human remains, other																
than cremated	A(4-5)	A(4-5)	N	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)	
Human remains, Infant . .	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	
Machinery, greased or																
oiled, without packing . .	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N	
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A	
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A	
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	A	A	A	A	A(9)	N	A	
Perishables not in leak-																
proof containers where																
time is principal fac-																
tor in shipment	A	N	N	A	AC	A	N	A	A	A	A	A	N	N	A	
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Statuary, ceramic and/																
or porcelain	A	N	N	A	A	A	N	A	A	A	A	A	A	N	N	
Vegetables: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	N	A	A	
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A	
	NE	NO	NW	NY	OZ	PC	PI	PD	SO	TC	TRC	TT	TV	UA	WA	WC
Alcoholic beverages . . .	A(12)	Ⓢ	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated . .	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry	A	A	A(41)	A(2)	A	A	N	A	N	A(38)	A	N	A	A	A(2)	A
Etiologic Agents	A	N	A	A	A	N	N	A	A	A	A	A	A	H	A	A
Fabrics in rolls	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes:																
Not over 36" in length . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 44" in length . .	A	A	A	A	A	A	N	A	A	A(43)	A	A	A	A	A(21)	A
Not over 48" in length . .	A	A(21)	A	A	A	A	N	A	A	A(43)	A	A	A	A(30)	A(21)	N
Not over 60" in length . .	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A(21)	A(21)	N
Over 60" in length	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	N	AC	A(21)	A(21)	N
Foods, perishable	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated . .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks . .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other																
than cremated	A(14)	N	A(4-1)	A(5)	A(4-5)	N	N	A	N	AC	A(4-5)	H	A(5)	A(5-14)	N	N
Human remains, Infant . .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)	N	N	A(4-5)	N	A	A(4-5)	Ⓢ	A(5)	A(5)	N	N
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or																
oiled, without																
packing	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-																
proof containers where																
time is principal fac-																
tor in shipment	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/																
or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh	A	A	A(23-26)	A	A	A	N	A	N	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES	EQUIPMENT SECTION
<ol style="list-style-type: none"> Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude. Accepted only when inoffensive, require no attention in transit and securely and adequately crated. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor. Advance arrangements required for combination aircraft. Must be placed in caskets or cases that will prevent the escape of offensive odors, a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting. Maximum gross weight of 300 pounds for each crate and animal(s). Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications: <ol style="list-style-type: none"> Must be constructed of wood, metal or composition material of similar strength. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap. Must be of sufficient size to permit animal to stand, sit and lie down. Kennel must be provided with adequate ventilation. Shipper must tender kennel with animal enclosed and locked. Shipper must provide adequate bedding material such as shredded paper. Floor of kennel must provide a means for retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides. <p>CO: will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair and Boeing 707 only by advance arrangements.</p> <p>MA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.</p> Baby poultry, such as chicks, ducklings and poulters are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids. Only shipments consisting of queen bees and their attendant bees are acceptable. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2 1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PL: 42L x 28" W). Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container. Advance arrangements required on cargo aircraft. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger). 	<ol style="list-style-type: none"> Not accepted on Convair aircraft. Not accepted on DC-3 aircraft. Not accepted on DC-4 aircraft. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other. Not accepted on DC-7 air tourist equipment. Not accepted on DC-7B aircraft. Not accepted on DC-7C aircraft. Not accepted on DC-7 aircraft except between California and Hawaii. Not accepted on Super Constellation aircraft. Not accepted on Lodestar aircraft. Not accepted on Martin aircraft. Not accepted on Viscount aircraft. Not accepted on Britannia aircraft. Not accepted on B-707 aircraft. Not accepted on F-27A aircraft. Accepted on Speedpak equipment only. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station. Accepted on B-707 aircraft. Accepted on DC-8 aircraft. Flowers can be accepted in boxes up to the following lengths: <ul style="list-style-type: none"> DC-3 aircraft — Up to 60 inches Viscount aircraft — Up to 46 inches North Star aircraft — Up to 47 inches Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh. <h3>RECOMMENDED PACKAGING SECTION</h3> <ol style="list-style-type: none"> Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier, pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lubbers to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard, or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than 100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP".

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIR-LINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 ✕	583 ✕	C-46		584 ✕	582 ✕	617 ④
Read Down			Read Up				
1200	0500	0530	Lv MAIQUETIA (CARACAS)	Ar	1015	0920	1515
		0630	Ar BARCELONA	Lv			
		0645	Lv BARCELONA	Ar			
		0705	Ar CUMANA	Lv			
		0720	Lv CUMANA	Ar			
		0740	Ar PORLAMAR	Lv			
		0755	Lv PORLAMAR	Ar			
		0815	Lv CARUPANO	Lv	0830		
			VALERA	Lv			
			VALERA	Ar			
			Ar MARACAIBO	Lv	0720		
			KINGSTON	Lv			1030
			KINGSTON	Ar			1000
			Ar MIAMI	Lv			0700

AEROLINEAS ARGENTINAS (ARG)

692 ①	620 ②	C-47		621 ①	693 ①
③⑥	⑤⑦	Read Down		Read Up	
		0630	Lv BUENOS AIRES	Ar	0205
		0850	Ar BAHIA BLANCA	Lv	2355
		0905	Lv BAHIA BLANCA	Ar	2340
		1150	Ar TRELEW	Lv	2120
		1205	Lv TRELEW	Ar	2105
		1335	Ar COMODORO RIVADAVIA	Lv	1945
		1435	Lv COMODORO RIVADAVIA	Ar	1930
		1545	Ar PUERTO DESEADO	Lv	1820
		1600	Lv PUERTO DESEADO	Ar	1805
		1705	Ar SAN JULIAN	Lv	1710
		1725	Lv SAN JULIAN	Ar	1650
		1755	Ar SANTA CRUZ	Lv	1620
		1810	Lv SANTA CRUZ	Ar	1605
		1900	Ar RIO GALLEGOS	Lv	1515
0900			Lv RIO GALLEGOS	Ar	1415
1010			Ar RIO GRANDE	Lv	1355
1025			Lv RIO GRANDE	Ar	1350
1115			Ar USHUAIA	Lv	1200

AEROFLOT (AFL)

125	IL-12		126
✕	Read Down		Read Up
0740	Lv MOSCOW, Vnukovo	Ar	
1020	Ar KIEV	Lv	
1110	Lv KIEV	Ar	
1240	Ar ODESSA	Lv	
1330	Lv ODESSA	Ar	
1400	Ar BUCHAREST, Baneasa	Lv	
1445	Lv BUCHAREST, Baneasa	Ar	
1600	Ar SOFIA, Vrajdebna	Lv	

AIR FRANCE (AF)

389 DC-4 ④	5610 DC-4 ②	1185 DC-3 ④⑥	899 DC-3 ✕	Read Down		Read Up		898 DC-3 ✕	5611 DC-4 ③	388 DC-4 ①
				Read Down		Read Up				
			0340	Lv LONDON Airport Central	Ar	0030				
			0200	Ar PARIS, Orly	Lv	2340				
				Lv PARIS, Orly	Ar					
				Ar MARSEILLE, Mairgnane	Lv					
				Lv DOUALA	Ar					
				Ar YAOUNDE	Lv					
				Ar N'GAOUNDERE	Ar					
				Ar ALGIERS	Lv					
				Lv ALGIERS	Ar					
				Ar PORT LAMY	Lv					
1430		0150								2300
		0430								
	1500									
	1710									
1900										1900
1940										0845
0610										2015

ARIANA AFGHAN AIRLINES

DC-4	
Read Down	
Read Up	
Lv KABUL	Ar
Ar KANDAHAR	Lv

AIR JORDAN

212 ⑦	C-46		213 ⑦
	Read Down	Read Up	
0900	Lv AMMAN.....	Ar	1710
1100	Ar DAMASCUS.....	Lv	1710
1130	Lv DAMASCUS.....	Ar	1640
1110	Ar BEIRUT.....	Lv	1500

ALASKA AIRLINES (ASA)

101 #		DC-6C		100 #	
		Read Down		Read Up	
0900	Lv SEATTLE	Ar		0440	
1250	Ar FAIRBANKS	Lv		2100	
1625	Lv FAIRBANKS	Ar		2020	
1745	Ar ANCHORAGE	Lv		1900	

ALL NIPPON AIRWAYS

18 Ex①	DC-3		17 Ex①	67 Ex①
Read Down		Read Up		
	Lv FUKUOKA			0550
	Ar OSAKA	Ar		
0010	Lv OSAKA	Lv		0330
0200	Ar TOKYO			
	Lv TOKYO			
			0030	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815	855	853 # EX	803 DC-6A # EX	807 # EX	801 # EX	855 # EX	821 # EX	827 # EX	DC-TBF	822 # EX	816 # EX	802 # EX	824 # EX	806 # EX	810 # EX	824	856	814	818	808
⑥	⑤	⑦ ①	① ⑦	⑦ ①	⑥ ⑦	⑤ ⑦	⑦ ①	⑥ ⑦		⑥ ⑦	⑥ ⑦	⑥ ⑦	⑤ ⑦	⑦ ①	⑥ ⑦	⑤	⑦	⑥	⑥	①
2245					2215 2301 0005				Lv BOSTON.....Ar	1226					1611		2011			
									Ar HARTFORD.....Lv											
									Lv HARTFORD.....Lv											
									Ar NEW YORK (LGA)Lv											
									Lv NEW YORK (LGA)Ar											
									Ar NEW YORK (EWR)Lv											
									Lv NEW YORK (EWR)Ar											
									Ar PHILADELPHIA..Lv											
									Lv PHILADELPHIA..Ar											
									Ar BALTIMORE.....Lv											
									Lv BALTIMORE.....Ar											
									Ar WASHINGTON.....Lv											
									Lv WASHINGTON.....Ar											
									Ar BUFFALO.....Lv											
									Lv BUFFALO.....Ar											
									Ar CINCINNATI.....Lv											
									Lv CINCINNATI.....Ar											
									Ar DETROIT.....Lv											
									Lv DETROIT.....Ar											
									Ar NASHVILLE.....Lv											
									Lv NASHVILLE.....Ar											
									Ar MEMPHIS.....Lv											
									Lv MEMPHIS.....Ar											
									Ar CHICAGO (MDW)..Lv											
									Lv CHICAGO (MDW)..Ar											
									Ar CHICAGO (ORD)..Lv											
									Lv CHICAGO (ORD)..Ar											
									Ar ST. LOUIS.....Lv											
									Lv ST. LOUIS.....Ar											
									Ar TULSA.....Lv											
									Lv TULSA.....Ar											
									Ar DALLAS.....Lv											
									Lv DALLAS.....Ar											
									Ar SAN ANTONIO...Lv											
									Lv SAN ANTONIO...Ar											
									Ar MEXICO CITY....Lv											
									Ar LOS ANGELES...Lv											
									Lv LOS ANGELES...Ar											
									Ar SAN FRANCISCO.Lv											

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 ① ②③ ④⑤	337 170	335 DC-4 ②③ ④⑤	331 170 ①⑦	353 170 ⑦	357 170 ⑦	351 170 ②③ ④⑤	347 170 ③① ⑤⑥	345 DC-4 ①	385 DC-4 ③④ ⑤⑥	388 DC-3 ③④ ⑤⑥	DC-3; Bristol	DC-4 170	387 DC-3 ② ④⑤	386 DC-4 ② ③③ ④⑤	346 DC-4 ①	348 170 ③④ ⑤⑥	352 170 ②③ ④⑤	358 170 ⑦	354 170 ③④ ⑤⑥	332 170 ①⑦	336 DC-4 ②③ ④⑤	338 170 ✕	368 170 ②③ ④⑤	
									0120 0400	0040 0355	Lv SYDNEY.....Ar		2250 1930	2330 ↑ 2100										
0515 ↓ 0705 0805 0835	1700 ↓ 1935	0915 ↓ 1125	0545 ↓ 0820	2045 2250	1500 1705	1300 1505	0500 0705	0500 0645			Lv BRISBANE.....Lv					1030 0845	1045 0835	1845 1635	2045 1835	0230 0020	1235 ↑ 0950	1540 1325	2350 2105	1120 ↑ 0935

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46 ①	101 DC-4 ②	123 DC-4 ③	301 C-46 ④	101 DC-4 ⑤	125 C-46 ⑥	101 DC-4 ⑦		102 DC-4 ⑧	304 C-46 ⑨	124 DC-4 ⑩	302 C-46 ⑪	132 DC-4 ⑫	102 DC-4 ⑬	102 DC-4 ⑭	502 C-46 ⑮
1845	0315	2345		0315	1845	0315	Lv TAMPA-ST. PETERSBURG* Ar	1900		2145		1400	1900	1900	
2000		0300			2000		Ar MIAMI.....Lv			2030					
2200	0845			0845		0845	Lv MIAMI.....Lv			1900					
	1015			1015		1015	Ar GUATEMALA....Lv								1330
	<u>1100</u>			<u>1100</u>		<u>1100</u>	Lv GUATEMALA....Lv								1200
							Ar SALVADOR.....Ar	1300				1330	1330		1115
							Lv SALVADOR.....Ar								1000
							Ar GUATEMALA....Lv								
							Lv GUATEMALA....Ar								
②		③			⑤		Ar PANAMA.....Lv		1300						
0500		<u>0900</u>			0500		Lv PANAMA.....Ar	0400							0600
0700			1100		0700		Ar QUITO.....Lv			1300	1900	0700			0400
1030					1030		Lv QUITO.....Ar								
1200					1200		Ar GUAYAQUIL....Ar								
<u>1315</u>					<u>1315</u>		Lv GUAYAQUIL....Ar	0001							0001
							Ar BOGOTA.....Lv				1600				

*Tampa - St. Petersburg served through St. Petersburg-Clearwater International Airport.

BRANIFF AIRWAYS (BN)

AVIATECA (GU)			
①	③⑤	③⑥	②⑤
0830		Read Down	Read Up
↓	0800	Lv NEW ORLEANS.....Ar	1400
	1300	Lv MIAMI.....Ar	0800
		Ar GUATEMALA.....Lv	0830

BRITISH EUROPEAN AIRWAYS (BEA)

02 L 23 45 5	02 L 7	16 V 23 45 67	36 Y 5	36 V 27	21 V 23 45 67 #Ex. 1 to 29 June	21 Y 45 #Ex. 1 to 1 July	06 L 35 7	06 Y 6	08 V 34 6	V-Viscount Freighter Y-York Freighter L-Leopard Freighter	09 V 34 6	07 L 46 7	31 Y 67	22 V 23 45 67 #Ex. 1 to 29 June	22 Y 45 #Ex. 1 to 1 July	37 Y 5	37 V 27	15 V 23 45 67	03 L 23 45 6	03 L 7
0001	0030	0105	0205	0205	0100 0205	0100 0230	0330	0330	0045	Lv LONDON.....Ar Ar PARIS.....Lv Ar NICE.....Lv Lv NICE.....Ar Ar MILAN.....Lv Ar ROME.....Lv Ar AMSTERDAM.....Lv Ar BRUSSELS.....Lv Ar COPENHAGEN.....Lv	0815	1700	1240	0545 0440	0610 0440	0705	0650	0755	0525	0555
0155	0225						1315* 0950	1315* 0845	0320		0530	1010	0810 1130						0330	0400
		0335		0330	0310												0540	0540	0520	

* - Via Rome and Flight No. BEF 31

27 D 5	29 Y 6	29 D 34 7	25 D 5	D - DC-3 Y - York Freighter	26 D 5	28 D 5	30 D 34 7	30 Y 6
0130	0130	0130	0405	Lv LONDON.....Ar	1155	0805	1145	1010
0405	0330	0405		Ar DUSSELDORF.....Lv		0535		
	0500	0535		Lv DUSSELDORF.....Ar				
	0600	0650	0705	Ar FRANKFURT.....Lv	0835		0820	0730

LONDON-DUSSELDORF-FRANKFURT (BEA)

29 L #	L - Leopard Freighter	30 L #
EX 1	Read Down Read Up	EX 1
0030	Lv LONDON.....Ar	1045
0405	Ar DUSSELDORF.....Lv	0535*
0535	Lv DUSSELDORF.....Ar	
0650	Ar FRANKFURT.....Lv	0820

*Via Frankfurt Flt. No. BEF 29

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA 776 C 3	BA/ EM+ 778 SC 5	BA 978 C 6	AI 162 DC- 6A 6	SC - Super Constellation C - 749 Constellation	AI 163 DC- 6A 7	BA 979 SC 3	BA/ EM+ 779 SC 2	BA 777 SC 7
2200	2230	1600	1600	Lv LONDON.....Ar	2115	2220	1800	2015
2359	0040	1800	1810	Ar FRANKFURT.....Lv		2010		1805
			2145	Ar ROME.....Lv	1705			
	0320	2025		Ar GENEVA.....Lv		1745	1530	
1000		0625	0545	Ar ZURICH.....Lv				
				Ar BEIRUT.....Lv	1030	0915		0915
1750		1415	1255	Ar BAHRAIN.....Lv	0640	0505		0505
	1420			Ar DAMASCUS.....Lv			0900	
	0120			Ar KARACHI.....Lv			0115	
0405		0030		Ar DELHI.....Lv	2340	2130	1930	2130
	0905			Ar CALCUTTA.....Lv	1700		1510	
			2100	Ar BOMBAY.....Lv	2200			
1420	1550	0905		Ar RANGOON.....Lv		1400		
		1900		Ar BANGKOK.....Lv		0900	1140	1320
2010	2135			Ar HONG KONG.....Lv				
	0205			Ar SINGAPORE.....Lv			0730	0830
	1215			Ar DJAKARTA.....Lv			0300	
	2115			Ar DARWIN.....Lv			2115	
				Ar SYDNEY.....Lv			1245	

*This flight operated jointly by BOAC and QEA.

COMPANIA MEXICANA DE AVIACION, S.A.

[illegible]

6 DC-6 ⑦	42 DC-4 ①	2 DC-6 ②	8 DC-6 ③	44 DC-4 ③	4 DC-6 ④	48 DC-4 ⑤		1 DC-6 ①	7 DC-6 ②	43 DC-4 ③	3 DC-6 ④	45 DC-4 ⑤	47 DC-4 ⑤	5 DC-6 ⑦
		0130 0810			1715 2355		Lv BANGKOK.....Ar Ar HONG KONG....Lv	2310 2030			1610 1330			
1330		1000			⑤		Lv HONG KONG....Ar Lv MANILA.....Ar	1925			1225			1225
1445		1500	1630 1950		1115	1500 1900	Ar TAIPEI.....Lv	1600	1535 1215		0900		1300 0900	0900 ⑦
1545	0900			0900	1215		Lv TAIPEI.....Ar	1455		0745		0745		2150
1830	1205				1500		Ar OKINAWA.....Lv	1405		0630		0630		
1915	1300				1545		Lv OKINAWA.....Ar	1320		0545		0545		
2255	1755			1630	1925		Ar TOKYO.....Lv	0900		0030		0030		1700
	②			④	⑧		Lv TOKYO.....Ar			③		⑤		
	1100			1100	0800		Ar SEOUL.....Lv			2030		2030		1600
	1600			1600	1220					1700		1700		1315
										②		④		⑥

29X C-46 #Ex.	20X C-46 #Ex.	26X C-46 #Ex.	991X DC-6A #Ex.	Read Down	Read Up	22X C-46 #Ex.	23X C-46 #Ex.	802 DC-7C #Ex.	992X FDC-6A #Ex.	25X C-46 #Ex.	24X C-46 #Ex.
⑦①	⑥⑦	⑥⑦	⑦①			⑥⑦	⑦①	⑥⑦	⑥⑦	⑦①	③
0030				Lv NEWARK.....Ar	1115						220
0115				Ar PHILADELPHIA...Lv	1035						↑
0210				Lv PHILADELPHIA...Ar	1005						
0359				Ar CHARLOTTE.....Lv							
0439				Lv CHARLOTTE.....Ar							
				Ar MIAMI.....Lv							
		1830		Lv MIAMI.....Ar							
		1942		Ar ORLANDO.....Lv						1432	
		2022		Lv ORLANDO.....Ar						1319	
		2242		Ar ATLANTA.....Lv						1239	
		2342	0100	Lv ATLANTA.....Ar	0532					1030	1750
0607	2145	0044		Ar MEMPHIS.....Lv	0432		0718		0839	0744	1336
0730		0124		Lv MEMPHIS.....Ar						0506	↑
		0513		Ar CINCINNATI.....Lv		0505				0420	
				Lv CINCINNATI.....Ar		0425					
				Ar CHICAGO (MDW)...Lv						0230	
				Lv DETROIT.....Ar			0305				
0858				Ar NEW ORLEANS.....Lv	0120						
0958				Lv NEW ORLEANS.....Ar	0020						
1148				Ar HOUSTON.....Lv	2241						
1228				Lv HOUSTON.....Ar	2201						
1353				Ar DALLAS.....Lv	2030						
			0255	Lv DALLAS.....Ar							
			0415	Ar LOS ANGELES.....Lv					0330	0450	0900
			0835	Lv LOS ANGELES.....Ar					0324	2100	
			0935	Ar SAN FRANCISCO...Lv							
			1113								
								2100			

400 DC-4C-46	402 DC-4C-46	601 DC-3C-46	603 DC-3C-46				399 DC-4C-46	401 DC-4C-46	600 DC-3C-46	602 DC-3C-46
①⑤	④⑥	④⑥	#	Read Down	Read Up		②⑥	④⑥	④⑥	#
09150500	10000690			Lv C. TRUJILLO, D.R. Ar			13001700	13301330	13301330	
13150900				Ar MIAMI,.....Lv			09001300			
	12300830			Ar SAN JUAN, P.R.,Lv				13001300	13001300	

461 X	C-46		460 X
	Read Down	Read Up	
0930	Lv MIAMI, InternationalAr		0745
1045	Ar HAVANA, Jose Marti..Lv		0630

G-34

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

EASTERN AIR LINES, INC. (EA)

9X # EX 7 1	7X # EX 6 7	5X # EX 7 1	3X # EX 7 1	1X # EX 7 1	1X # EX 7 1	L-1049C	2X # EX 7 1	2X # EX 6 7	2X # EX 6 7	4X # EX 7 1	6X # EX 7 1	8X # EX 6 7	10X # EX 6 7
			0830			Lv NEW YORK (IDL) Ar			0427	0427			
				0230	0230	Lv NEWARK...Ar	0427	0427					
						Lv CHICAGO (MDW) Ar							
		0130				Ar ATLANTA...Lv	0030	0030	0030		0645		
0600		0355		0443	0443	Lv ATLANTA...Ar		2227	2227		0415		2227
		0455		0545		Ar MOBILE...Lv					0312		2000
0650						Lv MOBILE...Ar							1920
						Ar NEW ORLEANS Lv							
0750						Lv NEW ORLEANS Ar							1820
						Ar HOUSTON...Lv							1722
0912						Lv MIAMI...Lv	2000	2000		0045			1600
	1215	0720		0810		Lv MIAMI...Ar					2245		
	1700		1405			Ar SAN JUAN...Lv				1645	2000		
①	③	③	③	③	③		④	⑤	⑤	⑥	⑥	⑥	⑥

① Expires June 4. ③ Effective June 7. ③ Effective June 21. ④ Effective June 28.
⑤ Effective June 6 thru June 17. ⑤ Effective June 20. ⑥ Effective June 27.

FLYING TIGER LINE (FT)

362 C-46 # EX 7 7	182 # EX 7 7	184 # EX 6 7	184 # EX 5 5	282 # EX 7 7	284 # EX 6 7	284 # EX 6 7	L-1049H	181 # EX 7 7	183 # EX 6 7	281 # EX 7 7	283 # EX 7 7	361 C-46 # EX 7 7
							Read Down					
1500							Lv SEATTLE...Ar					0650
1555							Ar PORTLAND...Lv					0550
1625							Lv PORTLAND...Ar					0520
2050							Ar SAN FRANCISCO/OAK...Lv					0300
	t1700	t1700	t1700	2030	2315	2300	Lv SAN FRANCISCO/OAK...Ar	t0600	t0600	1030	1420	
	2300	2230	2230				Lv SAN DIEGO...Lv	0600	0600		t0800	
	0720				0625	0655	Lv LOS ANGELES...Ar	0630	1030		1245	
	0915				0840	0840	Ar LOS ANGELES...Lv				1010	
	t1130				0930	1020	Lv MINNEAPOLIS...Ar	0115	0515	0510		
	t0800				t1130	1130	Ar CHICAGO...Lv	0045	0350	0415		
	t0700				t0800	0800	Lv CHICAGO...Ar	t2200	t2200	t2200		
					t0700	0700	Ar MILWAUKEE...Lv	t1800	t1800	1800		
					1045	1135	Ar SOUTH BEND...Ar	t1700	t1700	1700		
					1200	1230	Ar GRAND RAPIDS...Lv			0305	0400	
					t0700	0700	Lv DETROIT...Ar			0155	0230	
							Ar DETROIT...Lv				t1900	
							Ar TOLEDO...Ar				0245	
							Lv CLEVELAND...Lv				t1830	
							Ar AKRON...Ar				t1600	
							Lv BUFFALO...Lv					
							Ar BINGHAMTON...Ar					
							Lv BINGHAMTON...Lv					
							Ar ROCHESTER...Ar					
							Lv ROCHESTER...Lv					
							Ar NEW YORK (EWR)...Ar	2230	0135	2300		
							Lv NEW YORK (EWR)...Lv		0010			
							Ar NEW YORK (IDL)...Ar	t1900	t1900	1900		
							Lv PHILADELPHIA...Lv		t2200	t2200		
							Ar ALBANY...Ar		t2000	t2000		
							Lv HARTFORD/SPRINGFIELD...Lv					
							Ar HARTFORD/SPRINGFIELD...Ar					
							Lv BOSTON...Lv					
							Ar PROVIDENCE...Ar					

t - Expedited Motor Connections.

HUNTING-CLAN AIR TRANSPORT (HCA)

553 7 7	555 7 7	551 7 7	557 7 7	DC-6C	558 4 4	552 4 4	556 4 4	554 4 4
				Read Down	Read Up			
0230	0230	0230	0230	Lv LONDON...Ar	0320	2250	0040	1155
0540	0540	0440	0540	Ar FRANKFURT...Lv	0210	2140	2330	1045
0655	0655	0555	0655	Lv FRANKFURT...Ar	0055	2025	2215	0930
1110	1110	1010	1110	Ar MALTA...Lv	2025	1555	1745	0500
1225	1225	1125	1225	Lv MALTA...Ar	1910	1440	1630	0345
2015	2015	1915	2015	Ar KHARTOUM...Lv	1250	0820	1010	2125
2130	2130	2030	2130	Lv KHARTOUM...Ar	1135	0705	0855	2010
				Ar ENTEBBE...Lv			0545	1700
				Lv ENTEBBE...Ar			0430	1545
0305	0305	0205	0305	Ar NAIROBI...Lv	0800	0330	0301	1415
0500	0500	0400	0500	Lv NAIROBI...Ar	0555	0125	0055	1210
0840	0840	0740	0840	Ar SALISBURY...Lv	0015	1945	1915	0630
				Lv SALISBURY...Ar	2300	1830		
				Ar JOHANNESBURG...Lv	2030	1600		

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INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376	
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1300	1315	1345	0700	0350	0400			
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0505		
BAGDOGRA, Singerbhil...Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505	0855	0545	0905		
MOHANBARI, Mopl...Ar																										0825		
RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	
MOHANBARI, Mopl...Lv																												
BAGDOGRA, Singerbhil...Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720	0615	0855	
GAUHATI, Kahikuchi...Ar	1145	0735	0705	0635	1630	1255	1220																				0620	
GAUHATI, Kahikuchi...Lv	1350	0940	0910	0840	0835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1105	
CALCUTTA, Dum Dum...Ar																											1105	

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕
CALCUTTA, Dum Dum...Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA, Singerbhil...Ar	1650	1550							
KAILASHAHAR...Ar			0945						
KAMALPUR...Ar				0935					
KHOWAI...Ar					1335				
SILCHAR...Ar						1050	1005	1050	
SILCHAR...Lv						1110			
IMPHAL...Ar						1150			
RUPSI							0945		

RETURN	394	373	374	374	330	328	326
Read Down	✕	✕	✕	✕	✕	✕	✕
RUPSI...Lv	1015						
IMPHAL...Lv		1210					
SILCHAR...Ar		1250					
SILCHAR...Lv		1310	0350	1200			
KHOWAI...Lv				1400			
KAMALPUR...Ar					1005		
KAILASHAHAR...Lv						1015	
AGARTALA...Lv							
CALCUTTA...Ar	1200	1515	1240	1325	1525	1400	1200

IRANIAN AIRWAYS (IRA)

267	287	DC-4	266	286
③	⑦		①	④
1000	1000	Lv TEHERAN...Ar	0900	0900
1600	1600	Ar ISTANBUL...Lv		
1630	1630	Lv ISTANBUL...Ar		
		Ar ANKARA...Lv	0200	0200
		Lv ANKARA...Ar	0100	0100
2200		Ar ZURICH...Lv	1600	
2300		Lv ZURICH...Ar	1500	
	f	MILAN		f
2400	2300	Ar FRANKFURT...Lv	1400	1500

IRISH INTERNATIONAL AIRLINES (ALT)

810	822	830	860	852	850	840	800	870	DC-3	801	803	841	853	861	863	831	823	811
③	①②④⑤	⑤	③	①④	③	④	①③⑦	⑤		①②④	⑥	④	①④	③	③	⑤	②③⑥	③
1600	2320	1200	1200	1255	1200	1825	2050	2145	Lv DUBLIN...Ar	0545	0645	2305	1730	1335	1730	1620	0400	1945
								2250	Ar SHANNON...Lv									
1705	0035							2350	Ar LIVERPOOL...Lv									1835
		1325							Ar MANCHESTER...Lv								0240	
			1055						Ar GLASGOW...Lv							1500		
				1430	1335				Ar CARDIFF...Lv				1550	1200	1555			
						2000			Ar BRISTOL...Lv			2130						
							2300	0230	Ar BIRMINGHAM...Lv	0330	0430							
									Ar LONDON...Lv									

INI & CIA. S.A. (INI)

V180		V181
③	Read Down	Read Up ⑥
0600	Lv BUENOS AIRES...Ar	1350
0910	Ar SANTIAGO...Lv	0835
1020	Lv SANTIAGO...Ar	0725
1415	Ar ANTOFAGASTA...Lv	0330
1500	Lv ANTOFAGASTA...Ar	0245
1920	Ar LIMA...Lv	2025
2040	Lv LIMA...Ar	1905
0100	Ar GUAYAQUIL...Lv	1445
0200	Lv GUAYAQUIL...Ar	1345
0620	Ar PANAMA...Lv	0925
0730	Lv PANAMA...Ar	0815
1345	Ar MIAMI...Lv	0200

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KLM ROYAL DUTCH AIRLINES (KL)

SR 705	KL5	KL41	SN 103	KL9	KL7	KL3	KL1	KL64	KL62	*Super Constellation 4-DC-6A 4-DC-3	KL61	KL63	KL65	KL2	KL2	KL8	KL4	SN 104	KL42	KL6	SR 704
② ③④ ⑤⑥	② ③④ ⑤⑥	② ③④ ⑤⑥	② ③④ ⑤⑥	④⑤	①	③④ ⑤⑥	② ③④ ⑤⑥	⑦	②⑤	Read Down Read Up	③	⑤	①	③④ ⑤⑥	① ②③ ④⑤	④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥
								1130 2330 ① ↓		Lv NEW YORK.....Ar -- MONTREAL.....Lv -- MONTREAL.....Ar	16*5016*1509*45 15*0014*3008*00 14*0013*3007*00										
								0555 1745 0655 1845 1000 2145		Ar GLASGOW.....Lv Lv GLASGOW.....Ar Ar AMSTERDAM.....Lv	03*4503*4521*15 0215 0215 1945 0100 0100 1830										
0340 ↓ 0610 ↓ 0640 ↓ 0715	0350 ↓ 0635	1440 ↓ 1645	0345 ↓ 0445	2030 2130	1730 1830	1600 1700	0415 0515			Lv AMSTERDAM.....Ar Ar LONDON (North).....Lv Ar BRUSSELS.....Lv Ar PARIS (ONLY).....Lv				0315 0235 0025 2345	1120 0830	2120 1830	0250 0145	2105 ↑ 1900	0245 ↑ ① ④⑤ 2350	0300 ↑ 0020 ① ②③ ④⑤ 2350 2310	
										Ar COPENHAGEN.....Lv Ar BASLE.....Lv				APR. FROM 11-18 APR. 21							
										Lv BASLE.....Ar Ar ZURICH.....Lv											

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.
▲ - No local traffic.

LANICA AIRLINES (NI)

401 C-46 2	403 C-46 6	411 DC-4 1-5	DC-4	410 DC-4 2-6	402 C-46 1	404 C-46 5
0500	0500	0700	Read Down Read Up	1920	1130	1130
0915	0915	1000	Lv MIAMI.....Ar Ar MANAGUA.....Lv	1320	0500	0500

LINEAS AEREAS COSTARRICENSES (LACA)

615 ④	615 ② ⑤⑥	C-46	616 ⑤	616 ④
0700	0600	Read Down Read Up	1400	2030
0810 0845 ↓ 1230	0810 0900 ↓ 1130	Lv MIAMI.....Ar Ar HAVANA.....Lv Lv HAVANA.....Ar Ar GRAND CAYMAN.....Lv Lv GRAND CAYMAN.....Ar Ar SAN JOSE, C.R.....Lv	0700	1330

LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar	074 DC-3 Ex ⑥	074 DC-3 ⑥	080 L Ex ⑥	080 L ⑥	065 DC-3 Ex ⑥	065 DC-3 ⑥	065 DC-3 ⑦	069 DC-3 Ex ⑥	069 DC-3 ⑥	047 L Ex ⑥	047 L ⑥	047 L ⑦	043 DC-3 Ex ⑥	043 DC-3 ⑥	043 DC-3 ⑦	045 DC-3 Ex ⑥	045 DC-3 ⑥	045 DC-3 ⑦	061 DC-3 Ex ⑥	061 DC-3 ⑥
Read Down	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
STOCKHOLM.....Lv	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
SUNDSVALL/HARNOSAND.....Ar			1335	1145	1310	1110	1255	1310	1050	1220	1020	1205	1250	1100	1230	1200	0940	1145	1130	0945
NORDMALING.....Ar								1330	1110	1235	1035	1220	1250	1120	1250	1200	0940	1145	1130	0945
JONKOPING.....Ar								1405	1145	1300	1100	1245	1250	1100	1230	1200	0940	1145	1130	0945
VAXJO.....Ar													1250	1100	1230	1200	0940	1145	1130	0945
VAXJO.....Lv													1350	1150	1320	1310	1050	1255	1230	1045
RONNEBY.....Ar																				
RINKABY.....Ar																				
RINKABY.....Lv																				
MALMO.....Ar																				
LIDKOPING.....Ar																				
LIDKOPING.....Lv																				
GOTHENBURG.....Ar																				
KARLSTAD.....Ar																				
HULTSFRED.....Ar																				

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

LUFTHANSA GERMAN AIRLINES

LH041 Super "H" ⑤	SN/LH 244 DC-6A ④	041 Super "H" ③	U.S.A. - EUROPE	LH/SN 245 DC-6A ③	LH040 Super "H" ④	LH042 Super "H" ⑤
2300	2300	0001	Lv NEW YORK...Ar	1435	0900	1200
	1650		Ar MANCHESTER...Lv			0200
	1750		Lv MANCHESTER...Ar			0100
	1935		Ar BRUSSELS...Lv	0200		
	2100		Lv BRUSSELS...Ar	2350		
1730	2200	1830	Ar FRANKFURT...Lv	2230	2230	2230

LH030 Vik- ing ⑤	LH032 Vik- ing ⑦	ENGLAND	LH033 Vik- ing ① ⑤	LH033 Vik- ing ⑤	LH031 Vik- ing ⑥
2300	2245	Lv FRANKFURT...Ar	0750	0830	0725
	2350	Ar DUSSELDORF...Lv	0650	0730	
	0030	Lv DUSSELDORF...Ar	0615	0655	
⑥	0145	Ar LONDON...Lv	0405	0445	0445

LH020 Vik- ing ⑦	LH024 Vik- ing ⑦	LH022 Vik- ing ⑦	LH032 Vik- ing ⑦	INTRA- GERMAN SERVICES	LH033 Vik- ing ① ⑤	LH033 Vik- ing ⑤	LH023 Vik- ing ①
1700				Lv HAMBURG...Ar			0100
1745				Ar BREMEN...Lv			①
1820				Lv BREMEN...Ar			
				Ar FRANKFURT...Lv	0750	0830	
	1535	1715	2245	Lv FRANKFURT...Ar			
	1630			Ar STUTTGART...Lv			
	1705			Lv STUTTGART...Ar			
	1810			Ar MUNICH...Lv			
	1840			Lv MUNICH...Ar			
	1935			Ar NUREMBERG...Lv			
	2005			Lv NUREMBERG...Ar			
		1810		Ar COLOGNE/ BONN...Lv			
		1845		Lv COLOGNE/ BONN...Ar			
		1915	2350	Ar DUSSELDORF...Lv	0650	0730	
		1955		Lv DUSSELDORF...Ar			
1855				Ar HANOVER...Lv			①
1935				Lv HANOVER...Ar			
2055	2105	2100		Ar FRANKFURT...Lv			2310

① - Optional Landing

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3	785
			Read Down	Read Up
0500	0500	0500	Lv PERTH...Ar	2345
0645	0645		Ar GERALDTON...Lv	
0705	0705		Lv GERALDTON...Ar	
0900	0900		Ar CARNARVON...Lv	
0920	0920		Lv CARNARVON...Ar	
			MORAWA...Lv	
			YALGOO...Lv	
			Ar MT. MAGNET...Ar	
		0715	Lv MT. MAGNET...Ar	
		0735	Ar WILUNA...Lv	
		0825	Lv NEEKATHARRA...Ar	
		0845	Ar WITTENON...Lv	
		1050	Lv WITTENON...Ar	
		1120	Ar ONSLOW...Lv	
1125	1125		Lv ONSLOW...Ar	
1200			Ar ROEBOURNE...Lv	
1300	1250		Lv PT. HEDLAND...Ar	
1350	1340	1220	Ar PT. HEDLAND...Lv	
1420	1410	1240	Lv DE GREY...Ar	
1450	1450		Ar WALLAL...Lv	
1500	1450		Lv MANDORA...Ar	
1550	1540		Ar ANNA PLAINS...Lv	
1610	1600		Lv BROOME...Ar	
		1415	Ar DERBY...Lv	0700
1720	1710	1510		
1815	1805	1605		

LINEA AEROPOSTAL VENEZOLANA (LV)

262 ✕	C-46	263 ✕
	Read Down	Read Up
0600	Lv CARACAS, Maiquetia Ar	1500
	Ar KINGSTON, Palisadoes Lv	x1115
1300	Lv Kingston, Palisadoes Ar	x1015
	Ar MIAMI, International Lv	0700

MALAYAN AIRWAYS (MAL)

122 ✕	106 ✕	DC-3	119 ✕
		Read Down	Read Up
0425	0455	Lv SINGAPORE...Ar	0330
0600	↓	Ar KUALA LUMPUR...Lv	0200
	0700	Ar IPOH...Lv	
	0730	Lv IPOH...Ar	
	0810	Ar PENANG...Ar	

MARITIME CENTRAL AIRWAYS (MAR)

25 M	DC-3	C-46	DC-4
④			
1000	Lv MONCTON...Ar		
	Ar STEPHENVILLE...Lv		
	Lv STEPHENVILLE...Ar		
1430	Ar GOOSE BAY...Ar		

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
					Read Down	Read Up				
0400	0400				Lv LONDON...Ar			0945		0945
0920	0920				Ar ROME...Lv			0400		0400
1020	1020				Lv ROME...Ar			0300		0300
1510	1510				Ar ATHENS...Lv			②		④
1610	1610				Lv ATHENS...Ar					
2000	2000				Ar BEIRUT...Lv			2100		2100
0200				0200	Lv BEIRUT...Ar	1145	1530			1330
					Ar BAGHDAD...Lv					1130
					Ar BAGHDAD...Ar					1030
0715				0715	Ar KUWAIT...Lv	0830				0830
					Ar DHAHRAN...Lv					
				0830	Lv DHAHRAN...Ar					
				0930	Ar DOHA...Lv					
				0915	Lv DOHA...Ar					
				1015	Ar BAHRAIN...Lv					
				1100				1200		

NATIONAL AIRLINES, INC.

98 # EX ⑥ ⑦	1049-H CONSTELLATION STAR AIRFREIGHTER	99 # EX ⑦ ①
1730	Lv MIAMI...Ar	0620
1825	Ar ORLANDO...Lv	
1910	Lv ORLANDO...Ar	
2315	Ar PHILADELPHIA...Lv	
0001	Lv PHILADELPHIA...Ar	
0037	Ar NEW YORK (IDL)...Lv	0300

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

525 C-54 #Ex. 7 1	527 DC-6A #Ex. 6 6	529 C-54 #Ex. 1 1	DC-6B C-54	530 C-54 #Ex. 7 7	528 DC-6A #Ex. 6 6	526 C-54 #Ex. 6 7
1015 1213 1300	2345	0130 0328 0430 0600 0730	Lv NEW YORK (IDL)....Ar Ar DETROIT (DTW)....Lv Lv DETROIT.....Ar Ar CHICAGO (MDW)....Lv Lv CHICAGO.....Ar Ar MILWAUKEE.....Lv Lv MILWAUKEE.....Ar Ar MADISON.....Lv Lv MADISON.....Ar Ar MINNEAPOLIS.....Lv Lv MINNEAPOLIS.....Ar Ar SPOKANE.....Lv Lv SPOKANE.....Ar Ar PORTLAND.....Lv Ar SEATTLE.....Lv Lv SEATTLE.....Ar Ar ANCHORAGE.....Lv	1654 1530 1505 1220 1120 1400 1335 1305 1250 0930 0804 2215 2130 2030	1845 1530 1505 1400 1335 1305 1250 1145 2130	0630 0245 0132 0010 2309 2130

989	987	985	983	981	Read Down	Read Up	980	982	984	986	988
3	2	7	6	5			1	2	4	5	7
2000 2350 0050 1055	2000 2350 0050 1055	2000 2350 0050 1055	2000 2350 0050 1055	2000 2350 0050 1055	Lv SEATTLE.....Ar Ar ANCHORAGE.....Lv Lv ANCHORAGE.....Ar Ar TOKYO.....Lv		2345 2345 0110	2345 2345 0110	2345 2345 0110	2345 2345 0110	2345 2345 0110
5	4	2	1	7			1	2	4	5	7

PACIFIC NORTHERN AIRLINES (PN)

3	3	5	1B	1A	1	Lockheed Constellation Speedpak	2	2A	2B	4	4	6
2 3 4 5 6 7	1 2 3 4 5	X	2 4 5	1 5	3 7	Read Down	Read Up	1 2 4 6	5	3 7	X	1 2 3 4 4 5 6 7
0120 ↓ 0500	2340 0030 ↓ 1210	0830 ↓ 1450	0730 1010 1155 1300 1330 1450	0730 1010 1155 1240 1400	0730 1010 1155 ↓ 1320	Lv PORTLAND.....Ar Ar SEATTLE - TAKOMA.....Ar Lv SEATTLE - TAKOMA.....Ar Ar KETCHIKAN (Annette Is.).....Ar Ar JUNEAU.....Ar Ar YAKUTAT.....Ar Ar CORDOVA.....Ar Ar ANCHORAGE.....Ar		1715 1445 1300 0820 0700	1715 1445 1300 0820 0700	1715 1445 1300 1000 0700	2125 ↑ 1400	2250 2200 ↑ 0500 1 2 3 4 5 6 7

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393	393	DC-6A	392	393
7	2	Read Down Read Up	6	6
2359 0430 0700 1245 0600 0945		Lv MIAMI.....Ar Ar PANAMA CITY.....Lv Lv PANAMA CITY.....Ar Ar LIMA.....Lv Lv LIMA.....Ar Ar LA PAZ.....Lv		1730 1300 1130 0600 1640 1500

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

162 C-54 #Ex. ⑦	619 C-54 #Ex. ⑥ ⑦	671 C-54 #Ex. ⑥ ⑦	160 #Ex. ①	DC-7F	161 #Ex. ③ ④ ⑤ ⑥	618 C-54 #Ex. ⑥ ⑦	679 C-54 #Ex. ⑥ ⑦	163 C-54 #Ex. ⑦	161 #Ex. ⑦	163 #Ex. ①
0400 0650			0300	Lv NEW YORK...Ar	0930				1110	0425
			1820	Ar SHANNON...Lv					0400	2115
			1905	Lv SHANNON...Ar				0115	0315	2035
				Ar PARIS...Lv				2200		1800
			2045	Ar LONDON...Lv	0130				0130	
			2330	Lv LONDON...Ar	2340				2340	
				Ar AMSTERDAM...Lv	2220				2220	
				Lv AMSTERDAM...Ar	2150				2150	
			0125	Ar FRANKFURT...Lv	2030				2030	
		0020	0600	Lv FRANKFURT...Ar	1915		2240		1915	
		0845	Ar STUTT GART...Lv	1830				1830		
		0940	Lv STUTT GART...Ar	1750				1750		
		1030	Ar MUNICH...Lv	1700				1700		
	0200	0940	Ar BERLIN...Lv	1630		2100		1630		
1600 1710			Lv BERLIN...Ar		1940					
			Ar HAMBURG...Lv		1830					

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	EASTBOUND	WESTBOUND	Minimum Trans-Atlantic Load	Minimum Load To/from Gander
BOSTON	Lv #Ex Mo 0455	Ar We Th Fr Sa 0920	400 kg	--
GANDER	Ar #Ex Mo 0840	Su 1035 Mo 0345 Lv We Th Fr Sa 0830 Su 0930 Mo 0235	--	1000 kg
SHANNON		Lv We Th Fr Sa 0400	400 kg	--
BRUSSELS	Ar #Ex Tu 0050		400 kg	--
AMSTERDAM	Ar #Ex Tu 0050		400 kg	--
DUSSELDORF	Ar #Ex Tu 0100		400 kg	--
VIENNA	Ar #Ex Su Tu 1220	Lv #Ex Su Mo 1500	800 kg	--
DETROIT	Lv Mo Tu 2300		5000 kg	--

PAA-U.S.A.-PACIFIC

879 7 3	DC-7F	878	878
5	Read Down Read Up	7	2 4
2300 ↓ 0430 0800 1925	Lv SAN FRANCISCO...Ar LOS ANGELES...Lv LOS ANGELES...Ar Ar HONOLULU...Lv Lv HONOLULU...Ar Ar TOKYO.....Lv	1025 0845 0745 1945 1820 0100	0715 ↑ 1945 1820 0100

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PAA
U.S.A.-LATIN AMERICA

323 # EX ⑦ ①	303 ②	353 # EX ⑤	301 ① ② ⑤	339 # EX ⑤	C-54		302 ① ② ④	302 ① ② ④	304 ②	340 ⑦ ② ④ ⑤	342 ⑤	324 ⑦	354 # EX ③ ⑤	322 ③ ④ ⑤ ⑥	344 ② ③	344 ⑥
					Read Down	Read Up										
2330	1100	0530 0835	0045	2130	Lv NEW YORK.....Ar	0650	0650			1445	1220	1150	1305 1000	1220 f	2120	0120
↓	↓	↓	↓	↓	Lv MIAMI.....Ar	↑	↑			↑	↑	↑	↑	↑	↑	↑
0535	1820	0835	0830	0450	Ar KINGSTON.....Lv	2300	2300			1445	1220	1150	1305 1000	1220 f	2120	0120
↓	↓	↓	↓	↓	Ar PORT AU PRINCE.....Lv	①	③			↑	↑	↑	↑	↑	↑	↑
1045	1900	0835	0945	0450	Ar SAN JUAN.....Lv	2130	1500			↑	↑	↑	↑	↑	↑	↑
↓	↓	↓	1145		Lv SAN JUAN.....Ar	1830	1200			↑	↑	↑	↑	↑	↑	↑
1400	0440	1820			Ar CARACAS.....Lv					↑	↑	↑	↑	↑	↑	↑
	0530	1900			Lv CARACAS.....Ar					↑	↑	↑	↑	↑	↑	↑
	1245	1900			Ar PORT OF SPAIN.....Lv					↑	↑	↑	↑	↑	↑	↑
	1345	1900			Ar GEORGETOWN.....Lv					↑	↑	↑	↑	↑	↑	↑
	f	2020			Ar PARAMARIBO.....Lv					↑	↑	↑	↑	↑	↑	↑
					Ar CAYENNE.....Lv					↑	↑	↑	↑	↑	↑	↑
					Lv BELEM.....Ar					↑	↑	↑	↑	↑	↑	↑
					Ar BELEM.....Lv					↑	↑	↑	↑	↑	↑	↑
					Ar RIO DE JANEIRO.....Lv					↑	↑	↑	↑	↑	↑	↑
					Lv RIO DE JANEIRO.....Ar					↑	↑	↑	↑	↑	↑	↑
					Ar SAO PAULO.....Lv					↑	↑	↑	↑	↑	↑	↑
					Ar MONTEVIDEO.....Lv					↑	↑	↑	↑	↑	↑	↑
					Ar BUENOS AIRES.....Lv					↑	↑	↑	↑	↑	↑	↑

(PAA)

385 DC- 7F ⑥	371 ③ ⑦	363 ④	365 DC- 7F ⑥	355 ① ④	393 DC- 6A ⑦	383 ④	361 ② ⑥	375 ⑥	C-54		374 ⑦ ⑤	374 ④	372 ②	372 ⑥	384 ③	362 ④	362 ⑤	362 DC- 7F ⑦	352 ⑦ ① ②	364 ④	392 DC- 6A ⑥	386 DC- 7F ⑥	312 ③
2330	0100								Lv SAN FRANCISCO.....Ar														
0300	0730								Ar LOS ANGELES.....Lv														
0855	0910								Lv LOS ANGELES.....Ar														
1000	1030								Lv NEW ORLEANS.....Ar														
									Ar HOUSTON.....Lv														
									Lv HOUSTON.....Ar														
									Ar MIAMI.....Lv														
									Lv MIAMI.....Ar														
									Ar HAVANA.....Lv														
									Lv HAVANA.....Ar														
									Ar MEXICO, D.C.....Lv														
									Lv MEXICO, D.C.....Ar														
									Ar GUATEMALA.....Lv														
									Lv GUATEMALA.....Ar														
									Ar SAN SALVADOR.....Lv														
									Lv SAN SALVADOR.....Ar														
									Ar TEGUCIGALPA.....Lv														
									Lv TEGUCIGALPA.....Ar														
									Ar MANAGUA.....Lv														
									Lv MANAGUA.....Ar														
									Ar SAN JOSE.....Lv														
									Lv SAN JOSE.....Ar														
									Ar PANAMA CITY.....Lv														
									Lv PANAMA CITY.....Ar														
									Ar CARACAS.....Lv														
									Ar LIMA.....Lv														

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA 776 C ④	BA/ EM* 778 SC ⑤	BA 978 C ⑥	AI 162 DC- 6A ⑥	SC - Super Constellation C - 749 Constellation		AI 163 DC- 6A ⑦	BA 979 SC ③	BA/ EM* 779 SC ②	BA 777 SC ⑦
2200	2230	1600	1600	Lv LONDON.....Ar		2115	2220	1800	2015
2359	0040	1800	1810 2145	Ar FRANKFURT.....Lv			2010		1805
				Ar ROME.....Lv		1705			
				Ar GENEVA.....Lv					
				Ar ZURICH.....Lv					
							1745	1530	
				Ar BEIRUT.....Lv		1030	0915		0915
				Ar BAHRAIN.....Lv		②	④		①
				Ar DAMASCUS.....Lv		0640	0503		0505
				Ar KARACHI.....Lv				0900	
								0115	
				Ar DELHI.....Lv		2340	2130	1930	2130
				Ar CALCUTTA.....Lv		①			
				Ar BOMBAY.....Lv		1700		1510	
				Ar RANGOON.....Lv		⑦			
				Ar BANGKOK.....Lv		2200			
				Ar HONG KONG.....Lv			③	1140	1320
				Ar SINGAPORE.....Lv			0900		
				Ar DJAKARTA.....Lv				0730	⑦
				Ar DARWIN.....Lv				0300	0830
				Ar SYDNEY.....Lv				2115	
								②	
								1245	

*This flight operated jointly by BOAC and QEA.

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REAL-AEROVÍAS-NACIONAL

C-1708 ①④ ⑥	C-1706 ②⑤ ⑦	C-1704 ③⑥ ⑦	C-1702 ③⑥ ⑦	C-1700 ②⑤ ⑦	Read Down	Read Up	C-1701 ③⑥ ⑦	C-1703 ④⑦ ⑦	C-1705 ① ⑦	C-1707 ②⑤ ⑦	C-1709 ①④ ⑥
1200	0600	0500	0600	0600	Lv SAO PAULO.....Ar	1645	1345	1520	1830	1815	
1320	↓	0620	↓	↓	Ar RIO DE JANEIRO.....Lv	↑	↑	1400	↑	↑	
1430	↓	0600	↓	↓	Lv RIO DE JANEIRO.....Ar	1500	1200	1400	1300	1630	
1545	0745	↓	0745	0745	Ar BELO HORIZONTE.....Lv	1420	1120	↑	↑	↑	
	0830	↓	0330	0330	Lv BELO HORIZONTE.....Ar	↑	↑	0900	1330		
	↓	↓	↓	↓	Ar CARAVELAS.....Lv	1100	0800	0805			
	1150	1200	1150	1150	Lv CARAVELAS.....Ar	1010	0710	0630			
	↓	1330	1245	1245	Ar SALVADOR.....Lv	↑	0500	0545			
	↓	↓	↓	↓	Lv SALVADOR.....Ar			0500			
	1540	1455	1455	1455	Lv MACEIO.....Lv						
				1600	Ar MACEIO.....Ar						
				1815	Lv RECIFE.....Lv						
				0500	Ar RECIFE.....Ar						
				0700	Lv FORTALEZA.....Lv						
				0830	Ar FORTALEZA.....Ar						
				1030	Lv SAO LUIZ.....Lv						
					Ar SAO LUIZ.....Ar						
					Lv SAO LUIZ.....Lv						
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					Ar SAO LUIZ.....Ar						
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					Lv SAO LUIZ.....Lv						
					Ar SAO LUIZ.....Ar						
					Lv SAO LUIZ.....Lv						

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SABENA BELGIAN AIRLINES (SAB)

BEF 37 VISC ②⑤ ⑦	SN205 DC-3/ C-47 ④⑤	BEF 36 AVRO ④⑤	BEF 37 VISC ②⑤ ⑦	SN205 DC-3/ C-47 ④⑤	LONDON	SN206 DC-3/ C-47 ⑤	BEF 36 VISC ②⑤ ⑦	SN206 DC-3/ C-47 ⑤	BEF 36 VISC ②⑤ ⑦	SN206 DC-3/ C-47 ⑤	BEF 36 VISC ②⑤ ⑦	SN206 DC-3/ C-47 ⑤
0540	2200	0540	0640	2200	Lv BRUSSELS.....Ar	0310	0310	0355	0410	0410	0455	
0650	2359	0705	0650	2300	Ar LONDON.....Lv	0120	0205	0205	0120	0205	0205	

SN213 DC-3/ C-47 ①	SN209 DC-3/ C-47 ①④	SN211 DC-3/ C-47 ⑥	SN207 DC-3/ C-47 ②③	DUSSELDORF-NUREMBERG- STUTTART-VIENNA	SN214 DC-3/ C-47 ②	SN210 DC-3/ C-47 ①④	SN212 DC-3/ C-47 ⑥	SN208 DC-3/ C-47 ②③
0615	1570	1145	1325	Lv BRUSSELS.....Ar	1905	2035	1905	2035
	1630			Ar COLOGNE.....Lv		1920		1920
0835				Lv COLOGNE.....Ar	1800	1800	1800	1845
0905				Ar DUSSELDORF.....Lv	1730		1730	
				Lv DUSSELDORF.....Ar	1530			
				Ar NUREMBERG.....Lv	1500			
				Lv NUREMBERG.....Ar		1530		
1140		1400	1540	Ar STUTTART.....Lv	1440		1710	
				Ar VIENNA.....Lv				

SN101 DC-3/ C-47 # EX ⑦	SN247 DC-3/ C-47 ①③ ⑤	PARIS-MILAN	SN248 DC-3/ C-47 # EX ②④ ⑥	SN102 DC-3/ C-47 # EX ①
2110	1505	Lv BRUSSELS.....Ar	0345	0100
2245	2030	Ar PARIS.....Lv	2200	2335
		Ar MILAN.....Lv		

SN104 DC-3/ C-47 # EX ①⑦	KL005 DC-3 ①⑦	AMSTERDAM-COPENHAGEN	KL006 DC-3 ⑥⑦	SN103 DC-3 ①⑦
0145	0250	Lv BRUSSELS.....Ar		0445
		Ar AMSTERDAM.....Lv		0345
		Lv AMSTERDAM.....Ar	0245	
	0350	Ar COPENHAGEN.....Lv	2350	
	0635			

PS201 DC-4 C ②	PS203 DC-4 C ④	PS205 DC-4 C ⑥	PS211 DC-6A C ⑥	BASEL-BEIRUT-TEHERAN	PS210 DC-6A C ①	PS202 DC-4 C ②	PS204 DC-4 C ③	PS206 DC-4 C ⑥
	1300		1320	Lv BRUSSELS.....Ar	2010	1200		
	1445		1505	Ar BASEL.....Lv	1825	1000		
	1800		1725	Lv BASEL.....Ar	1605	0800		
	0020			Ar ATHENS.....Lv		0310		
	0105			Lv ATHENS.....Ar	1130	0225		
			2335	Ar ISTANBUL.....Lv	1045			
			0020	Lv ISTANBUL.....Ar		2230		
	0440			Ar BEIRUT.....Lv		X		
0530	0600	0730		Lv ABADAN.....Ar		2105	2125	1930
	1210			Ar ABADAN.....Lv		1750		
	1310			Lv TEHERAN.....Ar		1650		
1130	1530	1330	0700	Ar TEHERAN.....Lv	0630	1430	1800	1605

X - Optional Technical Landing.

SN242 DC-6A ③	LH244 DC-6A ⑤	FRANKFURT	LH243 DC-6A ③	SN241 DC-6A ⑤
1910	2100	Lv BRUSSELS.....Ar	2350	0140
2030	2220	Ar FRANKFURT.....Lv	2230	0020

Frankfurt service discontinued after June 10.

SN220 ①	SN222 ④	AFRICAN FREIGHTER SERVICE DC-4	SN221 ②	SN225 ⑤
	0600	Ar LEOPOLDVILLE.....Lv		1335
1000		Ar LULUABOURG.....Lv	1030	
1145		Ar KINDU.....Lv	X	
1230		Lv KINDU.....Ar		
1400	1230	Ar USUMBURA.....Lv	0700	0950
	1430	Lv USUMBURA.....Ar		0850
	1450	Ar GOMA.....Lv		0800

X - Optional Landing.

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SAM AIRLINES

999 ⑤	888 ⑤	C-46		887 ③	998 ④
		Read Down	Read Up		
0300		Lv MIAMI	Ar		2000
0800		Ar SAN ANDRES	Lv		
0900		Lv SAN ANDRES	Ar		
1115		Ar CARTAGENA	Lv		
1200	1145	Lv CARTAGENA	Ar	1445	1400
	1215	Ar BARRANQUILLA	Lv	1415	1400
		Lv BARRANQUILLA	Ar	1315	1300
1350	801 ③				
		Ar MEDELLIN	Lv	1130	
1450	0600	Ar MEDELLIN	Ar	1030	
1550	0700	Lv BOGOTA	Lv	0930	1100
1645	0800	Lv BOGOTA	Ar	0830	1000
1800		Ar CALI	Lv	0715	
	1200	Ar LETICIA	Lv		0600

SCANDINAVIAN AIRLINES (SAS)

006 ①	DC-3	005 ②
②③		③④
④⑤	Read Down	⑤⑥
2350	Lv COPENHAGEN, Kastrup.....Ar	0625
0245	Ar AMSTERDAM, Schiphol.....Lv	0350

SEABOARD AND WESTERN AIRLINES (SBW)

[illegible]

SWISSAIR (SR)

704 DC-3	791	793	DC-6A	792	790	705 DC-3
① ② ③ ④	②	⑤		⑤	⑦	② ③ ④ ⑤ ⑥
	2200	2355	Read Down			
	↓	↓	Lv NEW YORK	0850	2200	
	1800		Lv MANCHESTER	2225	1135	
			Lv MANCHESTER	2135	1045	
			Ar BASLE	1950	0900	
		2115	Lv BASLE	1920	0830	
		2115	Ar GENEVA			
		2205	Lv GENEVA			
	1900		Ar ZURICH			
			Lv ZURICH	1850	0800	
			Ar GENEVA		2325	
			Lv GENEVA		2235	
2310			Lv ZURICH			0715
2350			Ar BASLE/MULHOUSE			0640
0020			Lv BASLE/MULHOUSE			0610
0300			Ar AMSTERDAM			0340
			Ar STUTTGART			

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TACA INTERNATIONAL AIR LINES (SA)

525 ② ⑤	801 ⑥	801 ③ ⑤	301 ② ④	301 ①	DC-4	400 ①	800 ② ③	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
					Read Down	Read Up						
	0600	0615	0400	0600	Lv NEW ORLEANS.....Ar	2030	1845	2110	1900	1800	1715	1855
0700	↓	↓	↓	↓	Lv MEXICO.....Ar	↑	↑	↑	↑	↑	↑	↑
1025	1030	1145	0930	1130	Ar BELIZE.....Lv	1535	1715	1700	1535	1400	1315	1535
1110	1110	1245	1020	1230	Lv BELIZE.....Ar	1505	1535	1505	1420	1330	1315	1505
1155	1400	1330	1105	1315	Lv GUATEMALA.....Lv	1420	1315	1420	1330	1400	1315	1420
			1220		Ar GUATEMALA.....Ar	1505		1505				1505
			1315		Lv SAN SALVADOR.....Lv	1400		1400				1400
			1340		Ar SAN SALVADOR.....Ar	1400		1400				1400
			1435		Lv TEGUCIGALPA.....Lv	1315		1315				1315
			1500		Ar TEGUCIGALPA.....Ar	1300		1300				1300
			1610		Lv MANAGUA.....Lv	1205		1205				1205
					Ar MANAGUA.....Ar	1145		1145				1145
					Lv SAN JOSE.....Lv	1035		1035				1035

TRANS-AUSTRALIA AIRLINES (TAA)

1915 ② ⑤	1921 ④	1913 ② ③ ④ ⑤	1909 ② ③ ④ ⑤	1911 ①	DC-3	1910 ② ③ ④ ⑤	1912 # Ex. ⑦	1922 ③	1916 ② ⑤
					Read Down	Read Up			
1340	1300	0300	0145	0145	Lv MELBOURNE.....Ar	0735	0925	1610	2105
↓	↓	↓	↓	↓	Ar WYNMARD.....Lv	↑	↑	↑	↑
1540	1530	0530	0345	0345	Lv WYNMARD.....Ar	0530			
1640				0445	Ar DEVONPORT.....Lv				
1725				0530	Lv DEVONPORT.....Ar				
					Ar LAUNCESTON.....Lv				
					Lv LAUNCESTON.....Ar				
					Ar HOBART.....Lv		0645	1730	1825

TRANS WORLD AIRLINES (TW)

599 # Ex. ⑥ ⑦	595 # Ex. ⑥ ⑦	L-1049H	598 # Ex. ⑥ ⑦	592 # Ex. ⑥ ⑦
2300	2345	Lv NEW YORK (IDL).....Ar	1142	1853
	0052	Ar PHILADELPHIA.....Lv		
	0215	Lv PHILADELPHIA.....Ar		1715
		Ar PITTSBURGH.....Lv		1615
		Lv PITTSBURGH.....Ar		1425
		Ar COLUMBUS.....Lv		1240
		Lv COLUMBUS.....Ar		
0124		Ar CHICAGO (MDW).....Lv	0750	
0230	0354	Lv CHICAGO (MDW).....Ar	0648	
	0455	Ar INDIANAPOLIS.....Lv		
	0602	Lv INDIANAPOLIS.....Ar		1100
	0725	Ar ST. LOUIS.....Lv		0947
	0736	Lv ST. LOUIS.....Ar		0740
	0900	Ar KANSAS CITY.....Lv		0628
	1326	Lv KANSAS CITY.....Ar	2230	0020
	1500	Ar LOS ANGELES.....Lv		2302
	1637	Lv LOS ANGELES.....Ar		2115
		Ar SAN FRANCISCO.....Lv		

TRANS-CANADA (TCA)

909 ① ② ③ ④ ⑤	North Star	910 ① ② ③ ④ ⑤
	Read Down	Read Up
2100	Lv MONTREAL.....Ar	A1455
2255	Ar TORONTO.....Lv	A1315
2355	Lv TORONTO.....Ar	1155
0350	Ar WINNIPEG.....Lv	0650
0435	Lv WINNIPEG.....Ar	0150
	-- CALGARY.....Lv	0120
	Ar EDMONTON.....Ar	↑
0730	Lv EDMONTON.....Lv	2200
0800	Ar VANCOUVER.....Ar	
1015	Lv VANCOUVER.....Lv	

A-Toronto to Montreal section ③④⑤ only.

TRANS CARIBBEAN AIRWAYS (TRC)

901 ① ③	901 ⑤	DC-4	900 ①	900 ③ ⑤
		Read Down	Read Up	
2400	2200	Lv NEW YORK.....Ar	0500	0700
0800	0600	Ar SAN JUAN.....Lv	2100	2300

NEW YORK-ROME

970 ⑥	980 ② ④	L-1049H	981 ⑥	971 ②	981 ④
		Read Down	Read Up		
0130	0130	Lv NEW YORK (IDL).....Ar	1255	1140	1255
0725	0725	Ar GANDER.....Lv	0930	0815	0930
0810	0810	Lv GANDER.....Ar	0850	0735	0850
1840	1840	Ar SHANNON.....Lv	0400	0245	0400
1925	1925	Lv SHANNON.....Ar	0315	0200	0315
		Ar LONDON.....Lv			
		Lv LONDON.....Ar			
		Ar FRANKFURT.....Lv		2230	
		Lv FRANKFURT.....Ar		2105	
2230	2150	Ar PARIS.....Lv	0040		0040
0030	0015	Lv PARIS.....Ar	2310		2310
	0135	Ar GENEVA.....Lv	2150		2150
	0230	Lv GENEVA.....Ar	2050		2050
		Ar ZURICH.....Lv		2000	
0135		Lv ZURICH.....Ar		1845	
0230		Ar MILAN.....Lv	1740	1740	1940
		Lv MILAN.....Ar	1610	1610	1810
0435	0435	Ar ROME.....Lv	1430	1430	1630

WHEELER AIRLINES

101 P	C-46	DC-3	102 P
②⑤	Read Down	Read Up	②⑤
0915	Lv VAL D'OR.....Ar	1630	
1225	Ar GREAT WHALE.....Lv	1320	

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46	④	①	②⑤	①	④
1500		1000			Read Down	Read Up				
1710		1210			Lv ARICA.....Ar	1225		1425		
1755		1255			Ar ANTOFAGASTA...Lv	1015		1215		
2125		1325			Lv ANTOFAGASTA...Ar	0930		1130		
	0800		0800	0900	Ar SANTIAGO.....Ar	0600	1750	0800	1730	1700
	1100			1200	Lv SANTIAGO.....Lv		1450		1400	
	1145				Ar BARILOCHE.....Ar		1405			
	1750				Lv BARILOCHE.....Lv		0900			
			1130		Ar PUNTA ARENAS...Lv					
					Ar J. FERNANDEZ...Lv					

UNITED AIR LINES (UA)

59 DC-6 # Ex ⑦①	41 CUR # ⑦	67 DC-6A ⑦	67 DC-6A # Ex ⑥⑦	63 DC-6A # Ex ⑥⑦	65 DC-6A # ⑥	53 DC-6 #	Read Down	Read Up	62 DC-6A # Ex ⑤⑥⑦	60 DC-6A # Ex ⑥⑦	62 DC-6A ⑦	60 DC-6A ⑥	64 DC-6A # Ex ⑥⑦	68 DC-6A # Ex ⑥⑦	56 DC-6 # Ex ⑦①	40 CUR # Ex ⑦①
		0748 0930	2200 2243 0010		2345		Lv BOSTON.....Ar							0932		
							Ar HARTFORD/SPRINGFIELD...Lv							0850		
							Lv HARTFORD/SPRINGFIELD...Ar							0743		
							Lv NEW YORK (LGA).....Ar							0655		
							Ar NEW YORK (IDL).....Lv							0325		
							Lv NEW YORK (IDL).....Ar		1350					0550		
							Lv NEWARK.....Ar		1605							
							Ar PHILADELPHIA.....Lv		1530		1720			0445		
							Lv PHILADELPHIA.....Ar		1430		1645			0345		
							Ar CLEVELAND.....Lv				1545			0210		
							Lv CLEVELAND.....Ar				1410			0057		
							Ar DETROIT.....Lv		1130		1327					
							Lv DETROIT.....Ar		1028					2230		
							Ar CHICAGO (MDW).....Lv		0920	0955	1100	0900		0200		
							Lv CHICAGO (MDW).....Ar		0720	0755	0920	0735	1310			
							Ar DENVER.....Lv				0215	0750		0645		
							Lv DENVER.....Ar				0128	0500		0415		
							Ar SALT LAKE CITY.....Lv					0145		0005		
							Lv SALT LAKE CITY.....Ar					2200	2230			
							Ar SAN FRANCISCO.....Lv		2230		0030					
							Lv SAN FRANCISCO.....Ar									
							Ar OAKLAND.....Lv									
							Lv OAKLAND.....Ar									
							Ar LOS ANGELES (INTL).....Lv									
							Lv LOS ANGELES (BUR).....Ar									

A IDL-BOS portion of Flt. 68 cancelled Saturday mornings.

U.A.T. AEROMARITIME (UT-AMA)

VARIG (RG)

966 ⑤	667 EX ①	C-46	666 ⑥	967 ⑥
		Read Down	Read Up	
0612	0300	Lv RIO DE JANEIRO.....Ar	0330	1540
	0430	Ar SAO PAULO.....Lv	0200	
	0500	Lv SAO PAULO.....Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho...Lv	2230	
		-- VITORIA.....		F
		-- BELMONTE.....		F
		Ar SALVADOR, Ipatanga.....Lv	1040	
		Lv SALVADOR, Ipatanga.....Ar	1010	
		-- ARACAJU, Municipal.....		F
		-- PROPRIA.....		F
		-- PENEIRO.....		F
		-- MACEIO, Tab. do Pinto.....		F
1520		Ar RECIFE, Iba. Guar.....Lv	0635	
1540		Lv RECIFE, Iba. Guar.....Ar	0615	
F		-- JOAO PESSOA, Santa Rita.....		F
1655		Ar NATAL, Parnamirim.....Lv	0500	

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapoco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

DC-4 ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 NORD 2.502	DC-6	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Read Down	Read Up				
1610	1620				Lv PARIS LE BOURGET.....Ar			1000		0040
	1825				Ar NICE.....Lv			0755		
	1910				Lv NICE.....Ar			0655		1850
0005					Ar TRIPOLI.....Lv					1750
0105	⑤				Lv TRIPOLI.....Ar					
0730	0320				Ar PORT-LAMY.....Lv			2225		
	0430				Lv PORT-LAMY.....Ar			2110		0930
					-- MOUNDOU.....Lv					
					-- MOUNDOU.....Ar					
					Ar N'GAOUNDERE.....					
	0615			0600	Lv N'GAOUNDERE.....					
	0850			0850	-- BANGUI.....Ar					
					Ar BANGUI.....Lv					
	0805				Lv DOUALA.....Ar			1730		
	1020			1150	Ar LIBREVILLE.....			1630		
	1100			1315	Lv LIBREVILLE.....					
1140	1220				Ar FORT-GENTIL.....					
				1530	-- BRAZZAVILLE.....Lv			1355		
					Ar POINTE-NOIRE.....					

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

- ✕ -Daily
- * -Weekdays (Monday through Saturday)
- ① -Monday
- ② -Tuesday
- ③ -Wednesday
- ④ -Thursday
- ⑤ -Friday
- ⑥ -Saturday
- ⑦ -Sunday
- Ex -Except

- P -Combination Passenger/Cargo
- Flights with Max. Cargo capacity.
- Ar-Arrival
- Lv-Departure
- f -Optional Landing (flag stop)
- X -Technical Landing
- -Service Temporarily Suspended

CARRIER	MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																				ALL-CARGO							
	Boeing Stratocruiser	Boeing-707-720	Brittania	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H	Douglas DC-7B
AA.....	--	150	--	--	150	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200
AL.....	--	--	--	--	100	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--
ALITALIA.....	--	--	--	--	150	100	--	100	--	75	--	75	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
AF.....	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	150	--	--	100	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--
BOAC.....	100	--	75	--	--	--	--	--	--	--	--	75	--	--	68	--	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	--	100	100	--	--	--	--	--	--	--	70	--	--	--	--	--	150	--	--	--	--	--	--	--
CO.....	--	150	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	--	--	75	--	65	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--
DL.....	--	--	--	--	150	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--
EA.....	--	--	--	--	65	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	100	--	--
ELAL.....	--	--	150	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	150	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--
FL.....	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--
JAL.....	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--
KLM.....	--	--	--	--	154	50	205	77	--	77	77	--	122	--	72	45	154	--	--	150	--	--	205	205	102	300	--	--
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	150	--	--	150	--	100	200	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	--
NE.....	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
NO.....	--	--	--	--	150	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	100	--	--	--	--	100	--	200	75	--	75	--	--	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA.....	100	150	--	--	--	--	100	--	--	75	75	75	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI.....	--	--	--	--	--	80	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB.....	--	150	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	150	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	150	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	100	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	150	--	--	--	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--
UA.....	--	150	--	--	150	--	--	150	--	150	150	--	120	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200
WA.....	--	--	--	--	75	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	120	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Const. 1049-H
Douglas DC-7B

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CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																				ALL-CARGO								
	Boeing Stratocruiser	Boeing 707-720	Britania	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vermont 44	Vickers Viscount	Curtis C-46	Curtis C-46A-5	Douglas C-54	Douglas DC-6A	Lockheed Spadepack	Lockheed Super Const. 1049-H	Douglas DC-7B	
AA.....	See U.S. and Canadian City Directory																												
AL.....	--	--	--	--	150	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA...	--	--	--	--	--	--	600	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--	--	--
BOAC.....	--	--	600	--	--	--	--	--	--	--	--	600	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CO.....	--	500	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																												
CU.....	--	--	600	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	500	--	--	--
ELAL.....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	250	--	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	See U.S. and Canadian City Directory																												
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--	--
HAL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--
KLM.....	See U.S. and Canadian City Directory																												
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	400	--	200	200	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	--	--
NE.....	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	500	--	--	--	--	200	--	2000	200	--	200	--	--	--	--	200	--	--	--	--	--	--	--	2000	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																												
PC.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
PAA.....	600	600	--	--	--	600	--	--	600	600	600	--	--	--	--	600	--	--	--	--	--	--	--	5000	6000	--	--	--	--
PI.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--	--
SAB.....	--	600	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--	--
SO.....	See U.S. and Canadian City Directory																												
SR.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA.....	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--	--
TT.....	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	--	400	--	200	200	--	200	--	--	250	--	250	400	--	--	--	--	--	--	--	--	4000	--	--
UA.....	--	200	--	--	400	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	6000	--
WA.....	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservation Code	Air Waybill Number Prefix	Decoding	Official Airwaybill Abbreviation	Reservation Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.	LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.	LAD	LD	177	Lineas Aereas del Estado
ACA	AK	151	Alaska Coastal Airlines	LAN	LA	045	Lineas Aereas Nacionales
ABR	AB	042	Empresa de Transportes Aereos Brasil, S.A.	LA NIC	NI	176	Lineas Aereas de Nicaragua, S.A.
AD	AD	103	Aden Airways Limited	LAP	LA	020	Loide Aero Nacional, S. A.
AERONAVES	AM	139	Aeronaves de Mexico, S.A.	LAV	LV	046	Lineas Aereopostal Venezolano
AF	AF	057	Air France	LCC	LC	020	Lineas Centrales Aereas
AFL	SU	098	Aeroflot	LH	LH	220	Deutsche Lufthansa Airlinesgesellschaft
AIL	AI	004	Air India International	LIN	LF	267	Lineas Aereas Linjeflyg AB
AIRCEY	AE	104	Air Cayman Limited	LCC	CC	223	Lloyd Aereo Colombiano
AJ	AJ	148	Air Jordan	LN	LO	080	Lineas Aereas de Polonia
AKK	AK	037	Allegheny Airlines, Inc.	LOT	LO	080	Polish State Airlines LOT
AL	AL	037	Allegany Airlines, Inc.	LX	LX	325	Los Angeles Airways, Inc.
ALG	AL	124	Air Algerie	MA	MA	127	Melbourn Airways, Ltd.
ALY	AL	224	Air Lingus Toronto Irish Air Lines	MALEV	MA	182	Hungarian Air Transport-MAL EV
ANA	AN	090	Ansett-Australian National	MAR	MR	022	Maritime Central Airways
ANSETT	AP	152	Ansett Airways Pty., Ltd.	MEA	ME	076	Middle East Airlines Co.
AP	HP	123	Aerovias Panama	MK	MK	213	Mackay Airlines, Inc.
AQU	AO	117	Aquila Airways Limited	MM	MM	181	MacRobertson-Miller Airlines, Ltd.
ARG	AR	044	Aerolineas Argentinas	MN	MN	210	Mexico Airlines Limited
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.	MO	MO	034	Mohawk Airlines, Inc.
ASA	AS	027	Alaska Airlines, Ltd.	MOS	MT	216	Martin Air Services Limited
ASAI	AS	027	Aerovias Sud Americanas	MS	MS	077	Misair, SAE
ATM	AT	147	Compagnie Nationale de Transportes Aeriens	NACIONAL	NA	038	Transportes Aereos Nacionales, Ltda.
ATSA	TZ	141	Aero Transportes, S.A.	NA	NA	010	National Airlines, Inc.
AVENS	AV	138	Aerovias Venezolanas, S.A.	NC	NC	184	Northern Consolidated Airlines, Inc.
AVIACO	AO	110	Aviacion y Comercio, S.A.	NE	NE	011	Northeast Airlines, Inc.
AVIN	AC	134	Aerovias Nacionales de Colombia, S.A.	NG	NG	012	North Central Airlines, Inc.
AW	AW	053	Airwork Limited	NW	NW	012	Northwest Airlines, Inc.
AZ	AZ	053	Alitalia Linee Aeree Italiane	NY	NY	332	New York Airways, Inc.
BAHAMAS	BH	116	Bahamas Airways, Ltd.	PA	PA	078	Pan American
BAT	BT	215	Butler Air Transport Pty., Ltd.	CA	CA	050	Olympic Airways, S.A.
BEA	BE	060	British European Airways, Ltd.	OAS	OL	215	Ollay Air Service, Ltd.
BOL	BK	137	British Guiana Airways, Ltd.	OZ	OZ	041	Orskov Air Lines, Inc.
BKS	BK	137	BKS Air Transport, Ltd.	PAA	PA	026	Pan American
BLUES	BL	029	Bluebird Air Lines, Inc.	PB	PB	111	World Airways System
BN	BN	002	Brant International Airways, Inc.	PAL	PA	032	Panair de Brasil, S.A.
BOAC	BO	061	British Overseas Airways Corp.	PANAGRA	PG	109	Pan American-Graeco Airways, Inc.
BRITAVIA	BT	225	Britavia, Limited	PI	PI	030	Piedmont Aviation, Inc.
BWA	BA	016	British West Indian Airways, Ltd.	PK	PK	214	Pakistan International Airlines
CA	CA	013	Capital Airlines, Inc.	PLUNA	PU	214	Primera Linea Uruguaya de Navegacion Aerea
CAS	CE	063	Central African Airways Corp.	PC	PC	031	Pacific Air Lines
CAT	CT	129	Cathay Pacific Airways, Ltd.	PN	PN	031	Pacific Northern Airlines, Inc.
CATHAY	CX	160	Cathay Pacific Airways, Ltd.	QAL	QE	188	Queensland Airlines Pty., Ltd.
CAUSA	CB	158	Compagnie Aeronautique du Sud	QBA	QB	081	Quebecair, Inc.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.	QEA	QE	081	Quebecair, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.	QJA	QJ	143	Quebecair, Inc.
CH	CH	231	Chicago Helicopter Airways, Inc.	QSA	QS	223	Quebecair, Inc.
CINTA	CI	231	Cinto Chilean Airlines	RAL	RA	021	Royal Air Canada
CMA	CM	132	Compania Mexicana de Aviacion, S.A.	RANS	RN	218	Rutas Aereas Nacionales, S.A.
CN	CN	119	Compania Central Airlines, Inc.	REAL	RE	223	Real S/A-Transportes Aereos
CO	CO	005	Continental Air Lines, Inc.	REEVE	RD	323	Reeve Aleutian Airways, Inc.
COA	CO	220	Cordoba Airlines, Inc.	RI	RI	323	Riddle Airlines, Inc.
COMAIR	CO	220	Commercial Air Lines, Inc.	SAB	SN	082	Societe Anonyme Biege
CONN	NN	165	Connell Airlines, Inc.	SAFE	BU	274	Societe Anonyme Biege
COP	CM	230	Compania Panamena de Aviacion, S.A.	SAHA	SH	274	Societe Anonyme Biege
CPA	CP	018	Canadian Pacific Airlines, Ltd.	SAM	SK	117	Sociedad Aeronautica Medellin, S.A.
CRUZEIRO	CR	049	Servicio Aereo Cruzeiro do Sul	SAS	SK	117	Scandinavian Airlines System
CSA	OK	064	Ceskoslovenska Aeroline	SATA	SP	221	Sociedade Aeronautica de Transportes Aereos, Ltda.
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.	SBW	SB	219	Seaboard & Western Airlines, Inc.
CYP	CY	048	Cyprus Airways, Ltd.	SCAL	VF	221	Silver City Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.	SD	SD	200	Saudi Arabian Airlines
DERBY	DR	068	Derby Aviation, Ltd.	SI	SI	042	Slick Airways, Inc.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"	SO	SO	038	Southern Airlines, Inc.
DL	DL	006	Delta Air Lines, Inc.	ST	ST	198	Societe de Transportes Aeriens en Extreme-Orient
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos	SUDAN	SD	200	Sudan Airways
E	EA	007	Eastern Air Lines, Inc.	SYRIAN	SN	102	Syrian Airways Company
EC	EC	094	East African Airways Corp.	TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
EG	EG	222	Eagle Airways of Britain	TACA	TA	202	TACA International Airlines, S.A.
EL AL	LY	114	El Al Israel Airlines, Ltd.	TAL	TL	119	Compagnie de Transportes Aeriens Intercontinentaux
ES	ES	069	Elia Air Lines	TAL OA	TL	119	Compagnie de Transportes Aeriens Intercontinentaux
ETHIOPIAN	ET	071	Ethiopian Air Lines	TAN	TX	208	Transportes Aereos Nacionales, S.A.
EWA	EW	163	East-West Airlines, Ltd.	TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
FAUCETT	CF	163	Compagnie de Aviacion "FAUCETT" S.A.	TEAL	TE	014	Trans-Canada Air Lines
FINNAIR	AY	105	Aero O/Y (Finnair)	THAI	TH	203	Thailand Airways Co., Ltd.
FL	FL	028	Frontier Airlines, Inc.	THY	TK	235	Turk Hava Yollar
FLUG	FL	108	Flugfeld Islands, R.F. (Island Airways, Ltd.)	TPA	TS	267	Trans-Pacific Airlines, Ltd.
FT	FT	023	Flying Tiger Lines, Inc.	TRC	TR	254	Transcontinental, S.A.
GAL	GA	126	Guinea Airways, Ltd.	TT	TT	033	Tunisair Tunisienne de l'Air (Tunis Air)
GAM	GA	126	Guinea Airways, Ltd.	TW	TW	015	Trans World Airlines, Inc.
GIBAIR	GT	171	Gibraltar Airways, Ltd.	UA	UA	016	United Air Lines, Inc.
GIBAIR	GU	171	Gibraltar Airways, Ltd.	UAT	UT	175	United Air Lines, Inc.
HAL	HA	173	Hawalei Airlines, Ltd.	UBA	UB	209	Union Air Lines, Inc.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.	VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
HKA	HK	054	Hong Kong Airways, Ltd.	VASP	VN	120	Vozes do Brasil, S.A.
IA	IA	073	Iraqi Airways	WAC	WT	087	West African Airways Corporation
IAC	IC	058, 093	Indian Airlines Corporation	WAL	WA	087	Western Air Lines, Inc.
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas	WC	WC	025	West Coast Airlines, Inc.
IAL	IL	078	Isral Airlines	WE	WE	212	Wien Alaska Airlines
INI	IR	096	Iranian Airlines	YR	YR	212	Soc. de Transporteur Aeriens Romains-Scietice
IRA	IR	096	Iranian Airlines				
JAL	JL	131	Japan Air Lines Company, Ltd.				
JAT	JY	130	Jugoslavenski Aerotransport (JAT)				
JST	JY	130	Jersey Airlines				
KAA	KA	222	Kuwait Airways				
KLM	KL	074	KLM Royal Dutch Airlines				
KNA	KN	222	Korean National Airlines				
LAB	LB	051	Lloyd Aereo Boliviano				